

TRAIL RIDER

MAGAZINE

September 1994 \$2.00

TRAIL RIDING IN
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IT'S A JUNGLE
OUT THERE

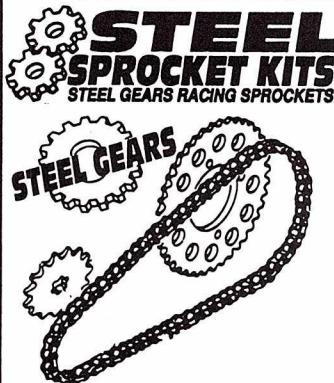
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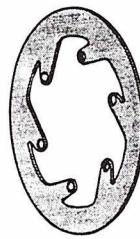
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TRAIL RIDER

MAGAZINE

On the cover: Jose "Larry" Larrabure walks a stream deep in the Costa Rican jungle. Banana trees, parrots, coconut palms—it's all there, along with some fine motorcycle riding.

September 1994
Volume 24 Number 9

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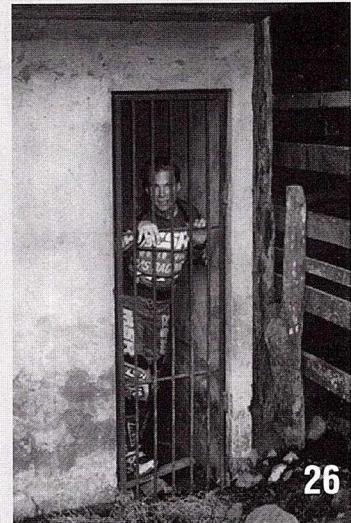
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Notice: The opinions expressed in Trail Rider are well-informed and insightful, and therefore can't possibly have come from the publisher or the staff. We just poke along here, trying to have fun and keep the east coast informed, and anyone who sees an ulterior motive or conspiracy here is sadly deluded. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER



by Paul Clipper

El Jefe

In the course of what has turned out to be a long—against all odds—career in moto-journalism, I have had the pleasure of meeting and working with hundreds of interesting people. Some have been, and are, excellent people; folks I think about and wish I had with me right now. Others...well, others are jerks, plain and simple. It takes all kinds to make up a world. But if backed into the corner and forced to pick out someone who has left the deepest impression, who has made his mark on this seemingly inviolable exterior, there is one person that eventually pops to the surface, and I'm going to tell you a little about him right now. No, the man we called *El Jefe* (el hef'ay; "the chief" in Spanish) is not dead. He may not be leading the charge right at the moment, but he is far from expired.

I first met Rick "Super Hunky" Sieman in 1977, after I had forced my way onto the staff of the original *Dirt Rider* magazine, published by Challenge Publications up until—coincidentally—1977. I say I forced myself because a childhood friend of mine had been stuck with the editorship of the magazine after the current staff all walked out en masse, and there was no one else they could get to take the job. This friend of mine, Rik Paul (now working for Motor Trend), didn't like his assistant editor at the time, and I talked him into hiring me.

I moved out to California with a lot of hope and no marketable skills, and humbly crept into the editorial offices of *Dirt Rider* with my hat in my hand and a head full of apprehension. Rik was there with me, and I met the rest of the people who worked in the "motorcycle" division of Challenge (*Street Bike* and *Modern Cycle*). Just when I was thinking about getting comfortable, however, Hunky walked into the room.

He was a short guy, but big, if you know what I mean, and he commanded a personality that completely filled the room once he entered, much the same way I'm told that a room full of green bananas will suck all the oxygen away. You had no choice, when he walked in, than to get comfortable and be ready for whatever was going to happen next, because without a doubt Hunky was the guy who called the shots.

Usually, his arrival signaled the beginning of Story Time, and after circling the room with handshakes he would light up a very

stinky Marsh Wheeling and launch into a tale about something that happened to him on the way to the office, an interesting phone call he'd gotten the night before, or a story from the past that, in the beginning, was new and fresh and exciting to me...however, after working with him for eight years there are a few of his stories I believe I can recite from memory.

If deadline wasn't looming large, or other pressures weren't in the way, when he would finish he would encourage the bravest among us to contribute something to the story pot, and in those days only Owens had guts enough to try to follow Hunky's act. If it was a good story, the Hunk would listen and laugh along, but if you started losing his interest that Marsh Wheeling would start pitching around his mouth, his eyes would roam around the room, and soon he'd be up and thrashing around the office, trying to get everything organized so he could "get out of there early"—because even though we rarely wandered in before 9:30, we'd nearly always be headed home by one o'clock.

Unfortunately, *Dirt Rider* magazine ceased publication shortly after I arrived, and I started life as another unemployed Californian, but my short tenure at Challenge would prove valuable. I got a job in a commercial film lab, running a printing press, and kept in touch with Sieman and Ned Owens and Jeff Peck, while Rik got a job at Clymer writing automotive manuals. I went along like this for a year or so, when Hunky approached me about possibly joining him on the staff of a couple of car magazines—*Street Machine* and *Rod Action*, if you're interested. I told him I didn't know a thing about cars, and he gave me the most valuable tip of my career when he said "You don't have to know anything about them! All you have to know is how to put together a magazine, and I can teach you that in an afternoon!"

(I know the above sounds cruel and hard, but what Hunky said was very true, in the long run. If you know how to organize, how to make a complete package, and most importantly, how to write, you too can be a magazine editor. Motorcycles are my first love, but I assure you I could just as easily write a magazine about cars, boats, gourmet cooking, flower-picking, soap opera stars, animal husbandry or particle physics. You don't have to know anything about any of this stuff to make a magazine...but you do have to know how to make a magazine. And that's what Hunky ultimately taught me.)

So at the arranged hour, I accompanied Rick to his office, with him babbling on about how we were both going to make a

fortune, and how we'd work maybe four hours a week and each be driving "deuce coupes" (whatever they were), when he was pulled into the publishers office and informed that said publisher had changed his mind, and he couldn't hire a full-time employee, only a freelancer.

Rick came back into the room a shell of his former self. He he'd just laid out the most idyllic plans for a future partnership, and had the rug pulled out from under him. He was embarrassed, and also annoyed; because, after all, if I wasn't working full time for him he couldn't make me do all the work, right? So he closed the door to the office, and in conspiratorial whispers told me what happened, told me he was embarrassed and disgusted, and that from now on he owed me a huge favor that he would endeavor to repay some day. In the mean time, he'd arranged a freelance deal for me for a third of what I was promised (I was smart enough to have not quit my day job), but he swore that we'd work together and spend no more than a half a day on each issue of the magazines we had to put out, and by doing so we'd still make out. But he still wouldn't forget me if I stuck with him.

And that's how I got the job at *Dirt Bike* magazine. Hunky and I worked our promised four hours a week on those car books, and bided our time. One day, he got a call from the publisher of *Dirt Bike*, at the time a gentleman named Bill Golden, and offered his old job as editor back (he'd lost it a few years before after locking horns with most of the advertisers, the staffers, the art department, you name it). I can still see him grinding on the end of that Marsh



Wheeling as he took the fifteen seconds or so it was necessary to mull it over, before he announced "Yes, Bill, I'll come back to *Dirt Bike*, but only if I can bring my own complete staff."

This is such a huge story, I have no idea how I'm going to wrap it all up in a few more paragraphs, but I'll try. Rick had created *Dirt Bike* magazine, back in 1971. He and a staff of crazies had launched the dirt bike boom as we knew it, and carried *Dirt Bike* to huge success by 1974. Soon after that the friction came to a head and they chased his butt out, and began a downward skid of epic proportions. Hunky, also, was on hard times, occupationally, since the magazine he worked on after that (*Modern Cycle*) never had the support or circulation to do him justice. When *Dirt Bike* hired him back, in 1978, they had hit such a low point that the company con-

Continued on page 46

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MAIL ENTRY

CHANGE THE RULES

Dear Trail Rider,

I Just read your July issue. You commented you felt the enduro rules should be changed. All rules are made by the AMA Congress, which is made up of volunteers elected by the organizers in each AMA District. These local representatives meet once a year during the beginning of October. If anyone would like to comment to their AMA congress delegate, they can find a list of delegates in the April issue of American Motorcyclist magazine in the Yellow Pages section.

Roger Ansel, Manager

AMA Amateur Competition

There you go. If anyone feels the same as me about AMA enduro rules, call your district representatives and talk to them about it, and tell them you'd like to see some rule changes discussed this October. Send them a copy of the July Last Over column if you like.

NO PINK CYCLES

Dear Trail Rider,

I just wanted to let you know how much I appreciate your magazine. After reading it, I give it to my father, who at age 68 is still going strong on the dual sport cycle. I read several other cycle publications other than Trail Rider, but none of them capture the essence of riding like your magazine does. The other magazines show all the flashy west coast stuff, pink, purple and orange cycles flying fifty feet in the air. Not the kind of stuff that keeps young riders interested in the sport for very long (if they don't break their neck first).

What I enjoy most about your magazine is the dual sport coverage. This is the type of riding my father, brother and I do. We believe that getting to the trail is almost as much fun as riding them. It concerns us that many of the areas that we have been riding in around here for over twenty years now have "No Trespassing" signs posted. This does not surprise me however, considering the mentality shown by many of the riders we see on the trail (I wonder if they read the "other" magazines mentioned above?).

When riding, we attempt to show courtesy towards others that we pass in the woods. We have stopped many times in the woods to speak to someone that we happen to see and attempt to show them that we care for and respect the woods. We especially make it a point to stop and pull off the trail when we see anyone on horseback. The animals seem terrified of the bikes.

Keep up the good work at Trail Rider. Maybe you could have more articles about planning rides from topographical maps,

which is how many of our rides are planned when we go into a new area.

Spencer Ware
Vineland, NJ

TUFF ENUF?

Dear Trail Rider,

Always love to read your magazine and find out what's happening back in the boonies. Your Last Over on Fixing Enduros was long overdue. And you are right on the money with your observations. As a former enduro promoter, I'm aware of all the problems you printed. A few more observations, though:

1. Too tough enduros. The AA riders do not pay the bills. The C rider does. You can take points from the AA and still have the C riders finish without destroying them or their bikes. Usually, an enduro is laid out in sections, and each section chief is determined that *his* section is going to be good and tough. What each enduro needs is a good referee who can visualize the whole course and keep things reasonable.

2. Enduro rules. Get rid of the three mile free section after a check; I would propose a "one-mile" rule. I would also suggest that the "whole minute/whole tenth" rule be modified. For example, at 24 mph you can only have a check every .4 mile. Hey, with super-accurate digital clocks, why not flip the cards at 15, 30, or 45 seconds and have a check every tenth?

3. Get rid of computers. Enduro riding used to be a mind exercise as well as who

could ride well. Now riders who have no idea how to timekeep just turn on their computer and try to match numbers. Gee, what fun.

4. Put more tiebreakers in, especially at check-ins. Let a rider decide if it really is a check-in and hit it at 30 seconds, or take a chance and hit it early to maybe save a point at the end of the section..

Keep up the fight, and have fun riding!
Larry Langley
Fullerton, CA

SUPER SCOTT

Dear Trail Rider,

I just read your article on Scott Phelps and I had to comment. It was absolutely terrible. This article gives him no justice. Scott Phelps is one of the top riders in New York and NETRA, he didn't walk away with the NETRA championship, he earned it.

It is true that Scott had a few off-years due to mechanical and physical problems, but so has every one of the top riders at one time or another. This year Scott has rebounded better than before. Aside from his NETRA wins and good finishes, he is one of the top riders in the GNCC this year, finishing in the top three of his class at almost every race. In the May 22nd race, he was even in first place overall on the first lap, even though he started one minute behind the pros. Let's give credit where credit is due.

Cheri Norton (Mrs. Turtle)
Norfolk, MA □

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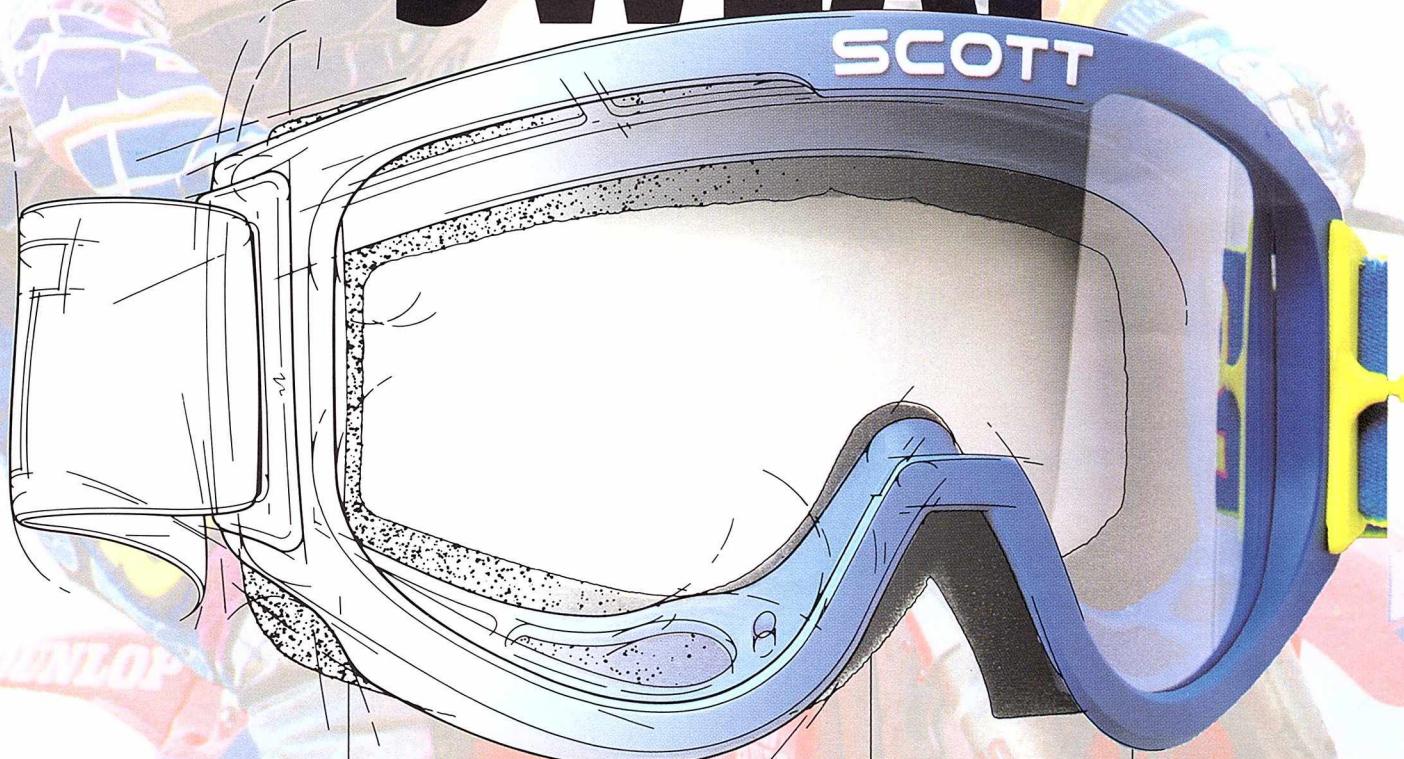
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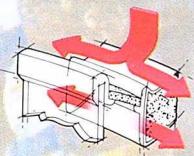


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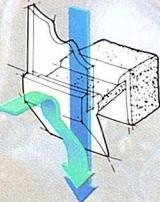
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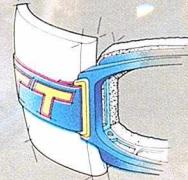
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RIDE TO WIN

There's not much more time left, but the Ride to Win fund is asking for donations of motor homes and drivers to lodge the American World Trophy and Junior Trophy teams at this year's International Six Day Enduro in Tulsa, Oklahoma. Ride to Win is hoping that interested parties will want to donate "living space" to team members, since the nearest hotels are miles away from the Zink Ranch, and the team members will better be able to focus if they don't have to commutes every morning. Interested parties are urged to contact U.S. Trophy Team manager Dave Bertram at (510)236-7384. RTW is also asking rental companies that might be interested in helping; just call.

ISDE BOUND

Last chance to make plans: the 20th of this month will see the starting of the 69th International Six Day Enduro, at the John Zink Ranch outside of Sand Springs, Oklahoma. Trail Rider will be there, as a matter of fact, practically everyone from the east coast is planning on going, at last count. The opening ceremonies are on Saturday, September 17 in Sand Springs, and everything finishes up on Sunday, the 25th. This is the first time we've had the Six Days in the past 21 years, and there's no guarantee we'll get it again soon, so this is an event you'll kick yourself over, if you miss it. For travel arrangements, get in touch with Atlas Travel at (918)582-1767, and do it now. By the 25th, it'll all be history.

WAX ENTHUSIASTIC

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MODERN HEROES

New at the BlueRibbon book store is "It Takes a Hero" by Perry Pendley. Subtitled "The grassroots

battle against environmental oppression," the book profiles 54 activist leaders fighting the countless environmental fascist groups popping up these days. Most are people you've never heard of, but you should know, since they're protecting your right to ride on public lands. It also includes a list of 1,000 activists and organizations across the U.S., so it could be a very useful networking guide. You can get it from the BlueRibbon Bookstore, P.O. Box 5449, Pocatello ID 83202; (208)237-1557.

KTM BREAKS NEW GROUND

After a year or more of hearing from the top motocross magazines that Marzocchi's latest conventional (right side up? female slider?) suspension forks are worlds better than any inverted fork design, KTM Sportmotorcycle has decided to take the hint and be the first manufacturer to go back to conventional fork design for 1995. All of the E/XC, M/XC, and SX motorcycles in KTM's '95 lineup will be featuring the Marzocchi forks, as well as an Ohlins rear shock—the shock absorber long regarded as being the best available, bar none. Initial reports of '95 KTM test sessions claim that the new suspension system is far plusher out of the box than the old WP suspension (read: better in the woods).

There must be something to it. Jeff Russell has been using the Marzocchis most of this season on his race bike, as has Scott Plessinger. Kevin Hines is using a set of Marzocchis on his CRE, and Randy Hawkins was seen piloting a conventional-fork RMX at the Wrentham national. We can't wait to try them out—the first '95 KTM's should be available in September. The R/XC dual sport line from KTM will continue to come in with WP suspension components.

GIMME SHELTER

Did we tell you about this before? International E-Z Up makes a variety of instant fold-up shelters that set up in less than 60 seconds, no assembly, tools, or ropes required. You've seen them at the races, and this is the way to go if the weather is going to be rainy and grim...or brutally sunny on a summer day. The E-Z Up Original is available in 8X8, 10X10, 10X15, and 10X20 in 23 colors; the E-Z Up Express is a lightweight version in 10X10; and the E-Z Up Instant Canopy is an 8X12 economy version of the original. They can do custom color schemes and logos on special order. For more information, call 1-800-SHADE-ME (no fooling) and tell

them Trail Rider sent you.

MAICO LITIGATION?

Rick Sieman's feature article on the demise of the original Maico factory in the May 1994 issue of Trail Rider apparently sparked some interest from overseas. Ingrid di Censo, of the Maisch family, has been in touch with Rick and is interested in seeing if an American attorney might be persuaded to open the case before an American court. It could be an interesting case. Any interested parties are invited to contact Ms. di Censo's solicitor here in the United States, Johsua Pretlow, at (804)539-3488; or direct mail to 200 North Main Street, Suffolk VA 23434.

WATCH MOTOWORLD

Looking for Motoworld in your cable channel guide? Watch it on ESPN this month, at 5:00 p.m. on 9/1, 9/7, 9/15, and 9/29; and 4:30 p.m. on 9/22. For all you night owls, look for it at 2:30 a.m. on 9/11, 9/18, and 9/25, and at 3:00 a.m. on 9/4. Bernardo's show, Motoworld 2, can be found on the alternative cable network,



ESPN 2, at the following times: 6:30 p.m. on 9/1, 9/9, 9/15, 9/23, and 9/29, also at 2:30 a.m. on 9/3, 9/10, 9/17, and 10/1. You can also catch Motoworld 2 at 7:00 p.m. on 9/3, 9/17 and 9/24. Now you know. Watch TV, throw a roost!

SMALL VIEW

If you've got little kids riding, you've been waiting for these. Smith Sport Optics has come out with their Smith Junior goggles especially to fit the smaller, younger riders. They are almost exactly the same as Smith's standard adult goggle, except smaller, and yes, you could probably screw a set of Roll-Offs onto the Junior lens with very little problem. They're available in white or blue for under \$17 retail from any Smith dealer. □



EASTERN NEWS

NEW YORK TRAIL RIDING

If you live in New York, your trail riding opportunities are increasing at a rapid pace. Thanks to the New York Trail Riding Alliance, the Eastern New York Trail System now consists of 2200 miles of riding trails, portions of which are now route-sheeted. The NYTRA is not done yet, however, and they want your input. If you would like to donate your trail information NYTRA will catalog the trails and connect them with the rest of their trail information. Just send a map with your trails pin-pointed on it, and they'll take care of the rest. If you would like to help route-sheet trail in other areas, just call or write and they will fix you up with a trail coordinator. For more information contact Gary Fisher, 8 Komar Drive, Charlton, NY 12019, or call (518)399-8307.

WHY SO LATE?

We received a letter this month (or was it last month?) from Chris May in New Jersey, asking why the Greenbrier Enduro coverage was so late, appearing in the July



Good fall riding is on its way!

issue. Well, let's see if we can explain it. The deadline for the July issue is about May 10, and the deadline for the June issue is about April 10, although we're a lot more comfortable getting the story ready by the fifth or sixth, so that it can get in line with the rest of the stories being worked on at that time. Now the Greenbrier was on the 27th of March, which means it would have taken a super-human effort to get it all together for the April 10th deadline for June, so we simply pushed it into the July pile right away. If memory serves, we had to wait two or three weeks for the official results anyhow, so it's actually lucky that it made it into the July issue.

In August you will see that we have Little Rhody, Curly Fern, and Pine Hill, but no Ridge Run. Why? Probably difficulty getting the results for Ridge. Also, stories that aren't of first importance with our main racing readership (read: ECEA enduros and NETRA hare scrambles and enduros) are going to sit on the back burner waiting for room. That is why you will see relatively old stories on the Sharpsburg GNCC and ECEA's first Delaware hare scrambles in this issue (hopefully). There's

not enough space, and too many fun things happening to get everything in at once!

FAST YEAR

Where are we? September already? Seems like it was just June, and now the kids are going back to school! There's way too much riding to be done, this time of year, but make sure you get out to the last two Pennsylvania ECEA runs of the year, the Michaux enduro and the Moonshine enduro. Both are excellent examples of how to tie rocky trails together; Michaux happens in the state forest near Shippensburg, and Moonshine is in coal country, near Brandonville. Call the ECEA if you need directions. Tons of things are happening in New England as well, with the Greylock enduro, the Tri-State Junior enduro, and a slew of hare scrambles: Hoot Owl, Stateline and Woodsocross (the Woodsocross is a combined ECEA/NETRA hare scrambles points event). Perhaps the best thing about NETRA this month is the two turkey runs, the Ammonoosuc in Swiftwater, New Hampshire, and Jeff's Turkey Run in New Boston, Massachusetts. Both of these are well worth the drive for anybody with a legal trail bike (a dual sport would be okay at the Ammo, an enduro bike better at Jeff's) and a desire to see what really fine New England trail riding is about. Whatever you do, get out and ride; take advantage of this break from the rotten heat of summer...and remember what last winter was like!

WATCH YOUR SPRING

John Roeske of Enduro Experts called to let us know of a problem he's found on '94 KX250 forks. It seems that an alarming number of them are coming through with plastic spring guides too large for the spring, causing binding inside the forks. You'll find these guides wrapped around the metal "damper" rod inside the forks, the rod that attaches to the fork cap, and the spring's inside diameter is supposed to be great enough to slip over the guides on

NJTC NEWS

Last month we reported on the formation of the New Jersey Trail Conservancy, a new group of concerned riders whose mission is to preserve riding rights in the state of New Jersey, and also to open up new riding possibilities as they come along. However, we spoke a little too soon and got the officers of the organization wrong: the president of NJTC is not Dale Freitas, who bowed out in deference to Dale Jr., who is scheduled to appear early this fall, but instead is the publisher of this magazine, Paul Clipper ("Yeah, like I have time to do something more..."). Since last month, the NJTC has met with a New Jersey state legislator on the issue of trail bike licensing, and they are "...zeroing in on easy trail bike registration in the Garden State," according to Clipper. The NJTC is working on developing a mailing list, and will endeavor to get the word out to all N.J. off-riders as soon as they clear the last hurdle on legalization, but you can also look forward to reading about it here in Trail Rider as soon as possible.

Membership in the conservancy is somewhat automatic, since members of the nine active New Jersey off-road clubs are members by default. If you are not a club member, but want to be "in the loop," you can join the conservancy by paying a \$10 annual fee, which will put you on the mailing list for the NJTC newsletter and whatever bulletins the organization needs to send out. Major funding for the NJTC is hoped to come from the nine New Jersey clubs, as a portion of enduro entry fees; Meteor M.C., for example, already donated \$1000 to the new organization. "The club funding is voluntary," stated Clipper, following a recent meeting, "but we're hoping that all the clubs decide we're doing something that benefits them. If we can simplify licensing procedures for their members, and open new riding areas, we're hoping they reciprocate by helping with our expenses. None of us are doing this because we need another job; basically, this year the trail access situation came to a head in this state, and someone or some thing had to step in and do damage control. That's us, and we're going to make sure New Jersey riders don't lose anything, and maybe gain quite a bit in the process." If you would like to contact the NJTC, write to NJTC Director Patty Hodges, 212 Cedar Street, Lakehurst NJ 08733.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478

Ellington, CT 06029

(203)875-5757

East Coast Enduro Association (ECEA)

212 Cedar Street

Lakehurst, NJ 08733

(908)657-6338

Pennsylvania Trail Riders Association (PATRA)

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Thomasville, PA 17364

Budds Creek Hare Scrambles

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(716)594-0384

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Lebanon, PA 17042
(717)272-6896

Blue Ribbon Coalition
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Pocatello, ID 83202
(208)237-1557

WHERE TO RIDE

September 1994

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9/4 Hoot Owl Hare Scrambles
West Gloucester, RI
9/10-11 AMA National Dual Sport
Cadiz, KY (502)522-6624
9/11 Festival Mtn. Hare Scrambles
Ellenville, NY (717)559-7510
9/11 Greylock Enduro
Windsor, MA
9/11 Ammonoosuc River Turkey Run
Swiftwater, NH
9/11 Michaux Enduro
Shippensburg, PA
9/11 NY State H.S. Series
Ellenville, NY (717)559-7510
9/18 Moonshine Enduro
Brandonville, PA
9/18 Stateline Hare Scrambles
Petersburg, NY
9/18 Jeff's Turkey Run
Otis, MA
9/18 VCHSS Stoney Broke H.S.
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9/18 NY State H.S. Series
South Edmeston, NY (607)847-6520
9/20-25 International Six Day Enduro
Tulsa, OK (800)777-5705
9/25 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
9/25 Woodsocross Hare Scrambles
ECEA & NETRA, West Greenwich, RI
9/25 Tri-County Dual Sport
Belleplain, NJ

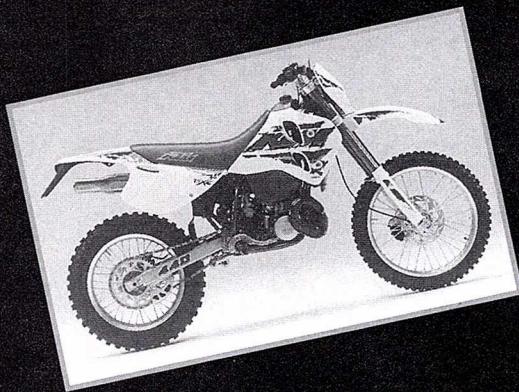
the rod with no binding. To tell if your forks are affected, open them up and remove the springs in the normal way. If they slip right out, no problem. If you have to really pull and tug to get them out, you may be experiencing harsh, stiff fork action that shouldn't be happening. Apparently, aftermarket springs are big enough to not cause the problem, and John is curing the trouble with stock springs by machining a few thou off the plastic guides. If you want to know more, get in touch with Enduro Experts at (609)484-8307.

MORE LEGAL NEWS

Doing the research for last month's "Are You Legal" inspired us to look closer into what it takes to get a bike through state vehicle inspection in New Jersey. We have some encouraging news to report: it's not that difficult! Residents of N.J. already know that the most difficult part is getting a registration card for your favorite trail bike, but we are in the process of finding a smooth way around registration wrinkles and hope to report the easy way to get it done next month, along with the inspection requirements mandated by the state.

Basically, though, it's much simpler than you'd expect. You will need to rig up a brake light, of course, and a horn and a mirror, among other things; but you don't need to be riding a four-stroke, or even have turn signals if your bike wasn't built with them. We'll try to get it all done for next month, and then in November we'll tell you how to get legal in Connecticut. We ultimately want to do all eastern states, so get in touch with us if you can tell us about licensing requirements in your home state. □

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KING PHILIP NATIONAL

Hines "teaches them all a lesson" at the K.P.

by Paul Clipper

Wrentham, MA 6/5

Immediately after the finish of the Tech Tube King Philip National, a rider I didn't know told me how he was amazed that anybody finished the event. I had to laugh, and told him I was amazed that anyone had entered the event.

It was no mystery in New England. Anyone who had the curiosity to ask was told in no uncertain terms, usually by event trail boss Steve Vanasse, that the national-class riders were going to definitely learn something about New England, and would be sure to get their money's worth. If that little bit of knowledge didn't send chills down your spine, all you needed to do was sample the terrain around Wrentham. It is the stuff of legends. Hundreds of short trails, all dia-

Steve Vanasse was more than ready to produce his masterpiece. Having served multiple times as NETRA's Enduro Grand Champion, he knows what it takes to get an enduro rider's attention. He's ridden the nationals, and he's also read and listened to the complaints that "enduros are just too easy anymore."

Saying something like that to Steeve is like ringing a bell around a Pavlovian hound.

Without going into details of how he arrived at his course (because Vanasse kept everything except the location of the event a fierce, personal secret right up until Saturday), suffice it to say that Steve put together a doozie. He laced together 110 miles of trails, and then begrudgingly swelled them to 140 with resets—his only concession towards sparing the lives of the "B" and "C" riders strong enough—or foolish enough—to sign up.

"To most people, this area just looks like a mess of hard trails," said club member George Lawrence, as we drove to the "Tubes" section of the course. "But we have sections worked out where you can choose just exactly what part of your body gets hammered on. We might take the riders through a section that works their arms really hard, and then put them on a piece of trail that makes them stand up until their legs burn. By the time we get through, they'll have a full body workout with no problem. They won't have anything left."

The truth of Georgie's statement became apparent in the first section of the run. Steve and the K.P. members took the riders down the road and then into Foxboro Town Forest, a notorious piece of woods full of the sneakiest trails you've ever seen. You might think you're going fast on them, but the clock just starts speeding up. Hines has ridden there before, since he lives only 30 miles to the south, and knew Foxboro could grab him by the behind if he didn't look out. He attacked the first piece of woods with a vengeance, knowing that if he wanted to win he had to do it first thing in the morning. With this crowd—Hatch, Hawkins, Lafferty, Russell—you either take command right away or spend the rest of the day trying to keep up.

And Kevin wanted to win, in the worst way. A win here would help trim down Hatch's points lead in the series, and would also help prove to everyone else that Hines was still a force to be reckoned with. Also, it was a point of pride—if you can't win in your own back yard, where can you win?

K.P. put the first check—a check-in—well into the woods, and Kevin carded a zero



Randy Hawkins wasn't particularly happy with his third overall showing, but put in some excellent section times that had Hines nervous.

bolically studded with rocks exposed by years of riding, but still firmly anchored in hell; big gnarled trees growing out of land abandoned by colonial farmers and tied together with an unrelenting lacework of exposed roots. All Wrentham needed was someone equally as tough as its trails to tie it all together, and K.P. had an easy candidate for that job.



Hines had his CRE dialed in, and was definitely dialed in on his home terrain. He practically put a whole point on Hatch in each section, proving how serious he really is.

there by only a couple of seconds. The other rider to match his check-in score was Randy Hawkins, proving that even though he's fallen third in the points chase, he still remembers how to ride, thank you very much. No one else zeroed the first check.

The section was about five miles long, if that, and a group of us waited at the check-out just to see how the chips would fall. The riders coming in were spread all over the map by the time they got to the check-out, and the first rider to really come hammering in like he meant it was ECEA champion Michael Lafferty, which wasn't much of a surprise. Mike starts out every event like his clothes are on fire, and his two-point score proved this ride would be no exception.

However, right behind Michael was Kevin (Lafferty on 19A, Hines on 20C), and I mean right behind. Hines came into the



After a crash in the first section, Jeff Russell was not having a good day at all, finally finishing fourth in the AA class.

check just seconds before the cards flipped, becoming the only person entered to score a "1" at the second check. Jack Lafferty Jr., riding on 21A, flew in behind Kevin and matched his brother's two-point score, and everybody else dropped three or greater. Even Hawkins, with his "zero" start, had trouble and carded a three on the way out. Steve Hatch wound up with a one/three, Kelby Pepper a one/four, local sensation Mont Fairfax also did a



Steve Hatch finished up in second overall, but really had to work at it after getting caught napping in the first section.

one/three, and former NETRA Champion Bert Guerrette did a one/four. Jeff Russell, who was also in contention for overall points, summed up the course nicely when he came into the check-out to collect his embarrassing one/five score after a nasty crash in the section. He looked over and saw me, in spite of my trying to hide, and said "Well, Clip, I guess they're going to teach us a lesson today."

Well, I hate to admit it, but Jeff summed it all up perfectly. No doubt, King Philip was

interested in showing the whole country what they thought about "sissy" national enduros, and rumors that Steve Vanasse has "Take No Prisoners!" tattooed across his back are probably true. From the second check on, the only place you could take your hands off the bars was at the resets or gas stops, assuming you had any time left when you got there. The relentless course and the heat of the 80-degree day took its toll, and it wasn't long before the vanquished started limping back in.

The next three checks were nothing great, although the club nibbled a point off of nearly everyone at the fourth check. It wasn't until being checked into the fifth check did the riders really learn what they were in for. Back to back relentless sections of

rocks, roots and ruts hit the riders like a live toaster being dropped into a hot tub, and if you weren't ready for it, the long section bled you nearly dry. Hines once again displayed some masterful riding, taking a four/four at the back to back checks, easily the best of anyone there. Hatch was right in there with a five/five, but he had still given away another two points to Hines. NETRA rider Dave Gunn also did a five/five, but picked up two extra points at check four, diminishing the impact of some fine riding in the section. Hawkins and Pepper both did five/six, and the scores went up from there.

The riders were given gas and a little bit of a break for the next two checks—eight and nine—but the ninth check was a check-in to

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a section that would seal the destiny of anybody not quite up to the task at hand. At the tenth check check-out, Hines once again set the pace, picking up five points. Hatch was close again, but not close enough with a six. Kelby Pepper rode the section truly inspired and matched Hines' score, but he had lost too many points in the sections preceding to be in contention for the overall.

The scores climbed from there, with Mont

Fairfax scoring a seven, and Hawkins getting an eight, along with the bulk of the top-level riders there. If you hung on through the tenth check, you were definitely over the hump, but it flat destroyed a lot of riders. After carding a 13 at the check-out, Kemp Stewart limped back to the start with heat exhaustion, and passed out in the back of his van for the afternoon. Jack Lafferty Jr. also gave up the ghost, coming back in completely toasted after dropping a

17 at the check. "You know what the sections are like down south," he told me, "They're only three or four miles long. Some of these sections up here are ten miles, twenty miles! I don't know where they're getting all this land from! We're not ready for this, no way."

It was a shame to see him drop out, since he and his brother Michael had started out so well. Mike was still hauling along, doing his best, but he also had to put up with having Hines right on the minute behind him. "I would catch up with him, and pass," Kevin told us about Mike, "But he was obviously running out of energy. He'd stay with me for a time, he was riding really well, but I could tell he was running on empty." Michael gave it his best, but he finally lit up like a kitchen match in the last section and almost didn't make it to the finish. Michael lost 43 minutes at the 15th check, while Hines and Hatch only dropped two. In the end it was Hines teaching them a lesson, as well as K.P. Hines took the overall with a 27, while Hatch was second with 34. Kevin claimed it was just a lucky day, with him just making most of the checks, while Hatch just missed them, but we think he was just being modest. His win was an example of some really masterful riding—aided by the fact that he understood the severity of the local terrain—and proof that he is still a very serious national enduro competitor. Randy Hawkins showed the same, with a third place 39-point score that matched Hatch's score in most sections, matched Kevin's in some, and only lost extra

King Philip National Class Results		1. Max Parkes	67
Kevin Hines	CRE 27	2. Mike Kelly	77
Overall High Point		3. Tom Vella	79
Mont Fairfax	Suz 49	4. David Kelley	84
High Point A		5. Keith Honda	115
Steve Kravitz	KTM 103	A Bantam	
High Point B		1. Steve Antoniou	72
Bruce Rocha	133	2. David Coutts	83
High Point C		3. Drew Smith	85
National AA		4. Craig Hayes	134
1. Kevin Hines	27	5. Todd Dabkowski	88 ck14
2. Steve Hatch	34	A Light	
3. Randy Hawkins	39	1. Bert Guerrette	51
4. Kelby Pepper	40	2. Shawn Levesque	53
5. Jeff Russell	53	3. Dave Gunn	53
A Open		4. Rick Claxton	56
1. Michael Hines	67	5. Jim Miller	71
2. Michael Zahansky	72	A Senior	
3. Michael Slechta	82	1. Gerry Randall	97
4. Ken Valentine	90	2. Bill Johnson	101
5. Tom Folkl	91	3. Gordon Razee	101
A Four Stroke		4. Dave Kelly	103
1. James Burns	67	5. Tom Ebersole	105
2. Bill Drummer	72	B Bantam	
3. Richard Seymour	92	1. Tim Murphy	161
4. Jeff Walker	97	2. Tim Caswell	194
5. Ray Archambault	112	3. Emory Allaire	203
A Veteran		4. Rick Zielfelder	31 ck.10
1. Rodney Ackley	109	5. Gary Szlachetka	121 ck.10

C Bantam		1. Mark Beauregard	66 ck.6
2. Mark Bouvier	109	C Light	
3. Troy Goetz	124	1. Paul Darezzo	153
4. Mark Mahan	148	2. Mike Guy	178
5. John Rosier	177	3. Frank Santore	251
B Open		4. Robert Costa	91 ck.6
1. Darin Lafalam	136 ck.12	5. Dave Parmentier	140 ck.6
2. Phillip Steel	215 ck.12	C Four Stroke	
3. Jim Royce	332 ck.9	1. Kevin Jordan	148
B Four Stroke		2. Matt Bingham	48 ck.7
1. Kevin Jordan	148	3. Layne Duthlinger	65 ck.7
2. Matt Bingham	48 ck.7	4. Greg Wurlitzer	144 ck.7
3. Layne Duthlinger	65 ck.7	5. Steve Fastert	30 ck.4
B Veteran		1. Tim Dinge	90
1. Tim Dinge	90	2. Richard Collins	119
2. Richard Collins	119	3. Thomas Hardy	164
3. Thomas Hardy	164	4. Dan Joseph	178
B Senior		5. B. Andruskiewicz	150 ck.12
1. Ken Davis	123	B Senior	
2. Earl Weller	147	1. Ken Davis	123
3. Stephan Black	175	2. Earl Weller	147
4. Robert Landry	138 ck.10	3. Stephan Black	175
5. Irwin Moiseff	98 ck.5	C Senior	
B Super Senior		1. Robert Landry	138 ck.10
1. Ernie Mellor	95	2. Irwin Moiseff	98 ck.5
2. Tom Farley	211	3. Tom Farley	211
3. David Mathisen	222	4. Tom Farley	222
4. Tom Levesque	95 ck.5	C Super Senior	
1. R.A. Kantola	162 ck.6	1. R.A. Kantola	162 ck.6

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Rick Claxton tried to add to his NETRA points lead at Wrentham, but couldn't manage better than fourth 250, behind rivals Dave Gunn, Shawn Levesque and Bert Guerrette.

points in the most severe sections, where little problems were compounded into major ones very quickly.

Mont Fairfax scored the most desired win among the NETRA riders, coming away with the High Point A award. Mont gets extra points for leaving his RMX scattered in pieces all over Kevin Hines' driveway for most of the day before the ride, and also for his pinned-throttle attack in the giant

mudhole and most every other challenging spot. Bert Guerrette won the A250 class with a 51, and Shawn Levesque was second with a 53, but Dave Gunn scored the most valuable points with his third place 53, taking a small step ahead of Rick Claxton in NETRA overall points; Claxton finished fourth in class with a 56.

Hines had shared his minute all day with his nephew Michael, who was also riding a CRE260, and Michael came out of it with 67 points and a first in the A Open class. James Burns was the overall winner in the A Four Stroke class, and Max Parkes took control of the A Veteran class, both with 67 points, Steve Antoniou was the top finisher in the A Bantam class, and Bert Guerrette won the A Lightweight (250cc) class. Their scores were 72 and 51, respectively. Gerry Randall was the top finisher in the A Senior class, finishing the course with a 97 point loss.

Steve Kravitz was the winner of the High Point B trophy, coming out of the Open class to do it. He left the class win to Darin LaFalam, who dropped 136 by the 12th check, compared to Kravitz's 103 for the course. Tim Murphy won the B Bantam class with a 161, Rodney Ackley topped the B Lightweight with a 109 (tying Mark Bouvier in the process), Kevin Jordan was the best B Four Stroke finisher with a 148, and the only member of that class to finish the course. Tim Dinge of Team Fah-Q took the B Veteran class with a very strong 90, and Kenneth Davis took home the B Senior win for 123 points. Ernie Mellor showed the B Super Senior class his obvious experience at traveling around to the nationals by winning it with a 95, compared to Tom



NETRA Champ Kemp Stewart had an awful day in the King Philip woods, and finally had to quit due to the heat and pounding.

Farley's 211-point second place.

The C riders stopped at the 12th check, and none of them complained about the lack of riding time. Mark Beauregard was the best and only rider in the C Bantam class, losing 66 points on his way to the sixth check. Bruce Rocha topped the C 250 class with a 133, and Bob Austin dropped 179 for the C Heavy class win. Kevin Howie's 158 in the C Four Stroke class was good enough for first place, and Larry



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Smith dropped 162 for the top spot in the C Veteran class. Don Prevost was the C Senior class winner with 251, and R. A. Kantola took a lone ride to the sixth check for the C Super Senior win.

All in all, I'd say King Philip really did "teach them a lesson," but they did it with a tough but precise enduro. The only complaints heard afterward were terrain related, and mostly in the "how can you do this to fellow humans!" category. It was my opinion that anybody really interested in complaining was just too tired to do it, and only really wanted to go home. Even Hines admitted that he was whipped, but then he had spent the day riding like a scalded dog, so he was allowed to be tired.

Without a doubt, though, they couldn't complain about Vanasse's course or the organization of the event. Pete Denison, of Moose Racing, who was on hand to help Hatch win and was disappointed with second place, still had good things to say about the event. "I don't recall ever being to a better organized event," he said. "If half the national enduros were like this it would be a completely different series." Kudos to the King Philip club members, and everyone who helped turn the K.P. National into a raging success. We hope to see it on the schedule for next year.

This win moved Hines closer to Hatch for the overall, but still distant at 115 points to Hatch's 130. Jeff Russell was third in the series with 85 points, and Randy Hawkins is fourth with 82. In fifth place, Kelby Pepper has 60 points to his credit. □

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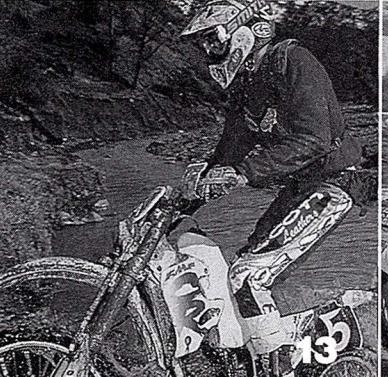
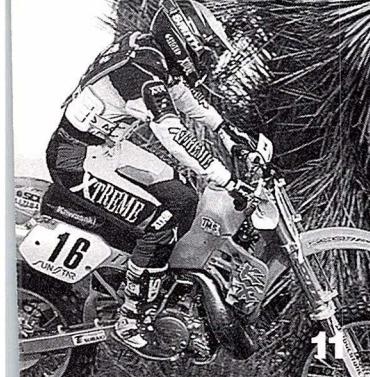
Below is our list and some recent overall wins, look for most of these guys at the ISDE.

1. Guy Cooper/Suz
Ocala Cross Country 1st O.A.
2. Larry Roeseler/Kaw
Adelanto Grand Prix 1st. 125 pro & Open race
3. Ty Davis/Kaw
Adelanto Grand Prix 1st 250 pro, 1st O.A. Pro race
Minden, NV National Reliability Enduro 1st O.A.
Wendover, UT National Hare & Hound 1st O.A.
Tecate Enduro 1st O.A., '93 ISDE Top American
4. Kevin Hines/C.R.E.
Colunga National Enduro 1st O.A.
5. Steve Hatch/Suz
Arizona National Enduro 1st O.A.
Texas National Enduro 1st O.A.
Massachusetts National Enduro 1st O.A.
6. Rodney Smith/Suz
Hurricane Mills Hare Scrambles 1st O.A.
Hollister Hills National Hare Scrambles 1st O.A.
Redding National Hare Scrambles 1st O.A.
7. Joey Hopkins/Kaw
Alligator Enduro 1st O.A.
8. Jeff Russell/KTM
'92 National Enduro Champion
9. Kelby Pepper/KTM
10. Duane Conners/Yam
11. Paul Krause/Kaw
12. Doug Blackwell/Kaw
13. Chris Smith/Hon
14. Tom Norton/Kaw
15. Destry Abbott/KTM
16. Dan Ashcraft/Hon
17. Scott Plessinger/KTM
18. Johnny Cambell/Hon
19. John Flores/Hon
20. Jeff Fredette/Kaw
21. Jim Grey/KTM
22. Todd Harris/Kaw
23. Scott Harden/KTM
24. Fred Hoess/Hus
25. Charles Holcomb/Hon
26. Eric Mashir/Hus
27. Scott Morris/Kaw
28. Tim Morton/Hon
29. Alain Olivier/Kaw
'93 Nevada Rally Champion
30. Alan Randt/KTM
31. David Rhodes/Kaw
32. Dan Richardson/Hon
33. Craig Smith/Kaw
34. Rex Staten/Kaw
35. Matt Stavish/KTM
36. Garth Sweetland/Kaw
37. Davide Trolli/Kaw
38. Greg Zitterkoph/KTM
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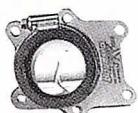
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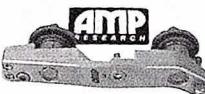
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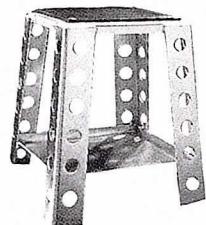
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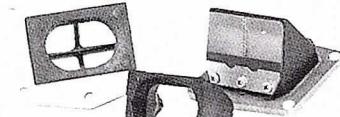


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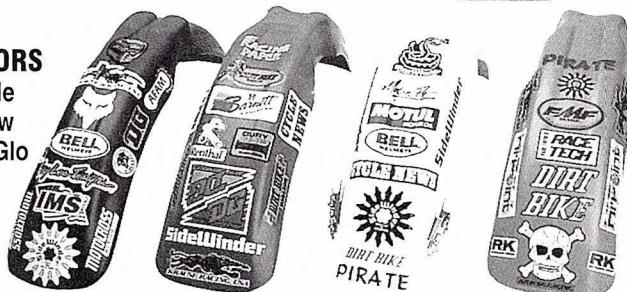


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Ridge Run Enduro

Twenty-five years of beautiful boulders!

by Mark Uth, photos by Nancy Mason

Stanhope, NJ 5/8

This year marked the silver anniversary of the Ridge Run Enduro. For twenty-five years riders have flogged and cursed their way over and through the unique northwestern New Jersey terrain. The '94 event set the stage for characteristic competition against the terrain and mother nature, as well as the riders who converged from all corners of the northeast. Thankfully run as a straight ECEA enduro this year, versus the confounding ISDE qualifier rules of '93, the Ridge Riders laid out a shortened course of 61 land miles that could have been both pleasant and challenging. Could have, that is, if it were not for the intervention of a couple of inches of rain the evening before the race.

Turnout was obviously down from last year's ISDE Qualifier race, as the grassy park/camping area remained sparsely filled through Saturday evening. While encouraged by nice enough Saturday daytime weather and accompanying dry conditions within the forest, that changed all-too-quickly as high winds and ominous looking overcast rolled in. Subsequent rains, heavy at times, continued from early evening through Sunday morning, finally letting up around 4 AM. In spite of the damage already done, at least

the Sunday atmospheric conditions turned out okay with overcast skies, no rain, and cool temperatures that hovered around the 60 degree mark.

It's easy to understand why many fence sitters might have passed on the ride as a result of the rain. The challenging Ridge trails through the hardwood-covered hills



While never a big problem, the mudhole at Ridge is always sloppy and popular with spectators. B Vet rider Steve Mason picks through the slime.

would no doubt include plenty of rocks, rock gardens and rocky hill climbs. Up the slime factor and you could easily end up with a class A1 bugger. However, as things turned out, the trails were not nearly as greasy as expected. Sure, there were lots

of small stream crossings and rutted, slick puddles; many of the neat rock outcrops traversed ended up with mud tracked up rock faces making those climbs all the more adventurous as well. In all though, the course remained in decent shape well into the later numbers and perhaps even dried out a bit as the day progressed. On top of that, riders were kept in the woods nearly the entire day with very little time spent on connector roads or open terrain.

The Ridge Riders had laid out a two-loop course for this year's ride, with the midday gas available located back at the start area. Both loops were more than manageable with small gas tanks; loop one weighed in at about 28 ground miles whereas loop two was approximately 33 miles. Each loop contained two points-taking sections that were sandwiched by checks.

Unfortunately, the placement of the checks was fairly obvious, and riders who blasted from check-in to reset easily outscored those who kept time within the various sections. The morning loop was run mostly at 18 MPH, taking a point here or there from riders

that fell off the pace. More than a handful of top riders zeroed the morning trail. Resets followed each checkout to allow all a rest and opportunity to get back on time, if necessary.

One of the highlights of the AM loop were

Ridge Run Enduro	2. John Smith	Yam 15	4. Erik Nijkamp	Hus 24	B Light	1. Enrico Galassi	Hon 23	2. David Dunn	Yam 25	
Class Results	3. Mark Lane	KTM 16	5. Don Teserman Jr.	Hon 26	1. Ed McGall	Yam 23	2. Sam Deninno	Hon 23	3. David Morehouse	
Fred Hoess	Hus 4		4. Donnie Simone	Kaw 17	2. Joe Tavani	Yam 23	3. Jeff Feltes	Hon 27	Suz 40	
Grand Champion	5. Bob White	Kaw 24	1. Anthony Tomasello		3. Ellis Tomlin	30	4. Jeff Jensen	Hus 28	4. Michael Elston	
Rick Claxton	Kaw 8		Yam 14		4. John Robbins	Hon 40	5. Steve Fastert	Hus 34	5. David Leslie	
A Medium Light	1. Mark Marcin	Kaw 13	2. Max Parkes	KTM 15	5. Craig Coupland	Suz 45	C Heavy		Hon 50	
High Point A	2. Robert Mohn	Kaw 13	3. John Neifert	Suz 17	1. Greg Davies	Kaw 20	1. Todd Heck	KTM 30		
Dwayne Shirk	Kaw 12		4. John Walter	Suz 24	2. Mark Uth	Hon 26	2. Brian Sworen	KTM 31		
High Point B	3. Dean Spencer	Kaw 13	5. Rick Plascinski	Hon 27	2. Jim McCommon	Yam 22	3. Chuck Sola	KTM 52		
Scott Brunner	Yam 19		A Senior		3. Ed Sohadya	Kaw 26	4. Jake Kennedy	Hon 78		
High Point C	4. Steve Reed	Kaw 24	1. Tom Ebersole	Hus 15	4. Ron Lucas	Kaw 27	5. Ed McElhenny	KTM 88		
A Medium	Ross Benson	Suz 8	2. Scott Wolf	Yam 17	5. Michael Lagola	Kaw 35	C Four Stroke			
Teams	2. Jeff Kirchner	Kaw 10	3. Dave Barlow	Kaw 18	1. Dave Verdetto	KTM 40	1. Kevin Leeds	Hon 41		
1. Tri-County "Boys"	70		4. Wick Wickline	Suz 18	2. George Potts	45	2. Ken Zabrowski	Hon 49		
2. Tri-County "Men"	73		5. Dick Shirk	Kaw 21	2. Keith Mahon	Yam 22	3. Jonathan Fay	Hon 134		
3. CJCR "Good"	73		A Super Senior		3. Mike Dolecek	Kaw 24	3. Rudy Egberts	Hon 60		
4. Meteor #1	80		1. Charlie Stapleford	Kaw 24	4. Kevin Schuler	Kaw 27	4. Craig Burfield	Hon 60		
5. CJCR "Bad"	92		2. Ralph Wickersham		5. Richard Kivela	Kaw 28	5. Bob Schughart	Kaw 134		
AA	1. Mike Lafferty	Kaw 6	Yam 26		B Heavy	1. Dale Kober	Suz 26	C Light		
2. Jack Lafferty Jr.	KTM 6		3. Rich Trader	KTM 35	1. Bill Aaroe, Jr.	Hon 28	2. Scott Sladownik	Hus 74		
3. Bill Atkinson	KTM 7		4. Joe Galie	Yam 72	2. David Slack	KTM 28	3. Patrick Moran	Yam 89		
4. Marc Grossman	Kaw 8		5. Ted Reiver	Yam 163	3. Tom Van Decker	Hon 28	4. John O'Rourke	KTM 93		
5. Dale Hiles Jr.	Yam 10		Masters		4. James Reber	Kaw 28	5. Brett Estell	Kaw 67		
A Light	1. Ken Hammond	Hon 13	1. R. Hoover	Hon 217	5. Rick Stapleford	KTM 31	5. Jeff English	Hon 175		
1. Scott Chapkovich	Suz 8		2. Willie Bataglia	Yam 366	C Medium	1. Ken Kober	Yam 19			
	3. Barry Crone	Suz 24			B Four Stroke					



Get out of the rocks at Ridge, and you'll find some of the best riding trails you'll ever see. Trouble is, there's always a rock somewhere.

a series nasty hill climbs located just a few miles prior to the gas stop. A number of riders had trouble here, yet there was no check-out to the section or immediately prior to the gas. This allowed many riders who lost time to scoot. No doubt the day's toughest special test was found right out of gas; a lengthy single track trail section, run at 24 MPH, with perhaps the most ignorant rock sections of the day. Points were dropped by all at the emergency check-out. After a reset and some easier trail/connector sections, the afternoon's second points-taker provided perhaps the best sections of the day. Miles of dirt trail and tacky berms to be blasted that lasted until nearly the final known control. The last mile or two of this section did in fact get gnarlier, resulting in subsequent points dropped by all.

Scoring on the day was fairly well spread out in many classes, despite the healthy 188 riders finished and influx of non-ECEA competitors. As mentioned earlier, this was potentially attributed to the check placement that might have allowed some riders to get an edge; the results exhibited many examples of fast riders, seemingly having good rides, that finished well off the pace of others. Despite the gripes and grumbling associated with the above, there was little dispute regarding the day's top finisher and Grand Champion, Fred Hoess. Fred claimed the Ridge overall for the second year in a row, dropping an unmatched four points while piloting his factory sponsored Husky 360. The Lafferty boys, Mike and Jack, Jr. were runner-ups to the overall trophy, each posting six point cards. Mike got the first Lafferty nod with 222 emergency points, versus Jack Jr.'s 225. AA class riders Bill Atkinson and Mark Grossman rounded out the top five overall positions with 7/297 and 8/329 scores, respectively. Top seeding in the A class was contested via a triad of eight point cards. Rick Claxton was awarded the High Point on the merit of his 8/339 finish. Runner-ups Ross Benson (8/356) and Scott

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Chapkovich (8/359) took home the A250 and A125 class wins, respectively. Dwayne Shirk scored an unmatched 12 points to claim the High Point B trophy by a full seven point margin of victory. B class runner-up was KDX200 rider Brian Russell. Finally, Scott Brunner (19/653) edged out C class competitor Ken Kober on emergency points and was awarded the High Point C trophy.

A standard fare of trophies were handed out to various class and high point winners; 10 places to most C classes and five-plus places within the B class. Top AA and individual A classes were awarded plaques to three places. The club also handed out an ample number of contingencies as well, which included gift certificates, chemicals (chain lube, brake cleaner), T-shirts, etc. Town & Country Cycle Center of Sussex and East Hanover Honda were acknowledged as sponsors/contingency donors for the event.

In retrospect, the Ridge guys provided a well planned and executed event that was forgiving enough for novice riders, yet difficult enough to challenge all other classes. Despite pre-race precipitation, the ride maintained a low DNF rate and was nearly devoid of stoppers and bottlenecks. Sure, some complained about the scoring, but hey, this is just for fun, right? Kudos and thanks are owed to all friends, family and members of the Ridge Riders, as well as sponsors and other assisting activities. □

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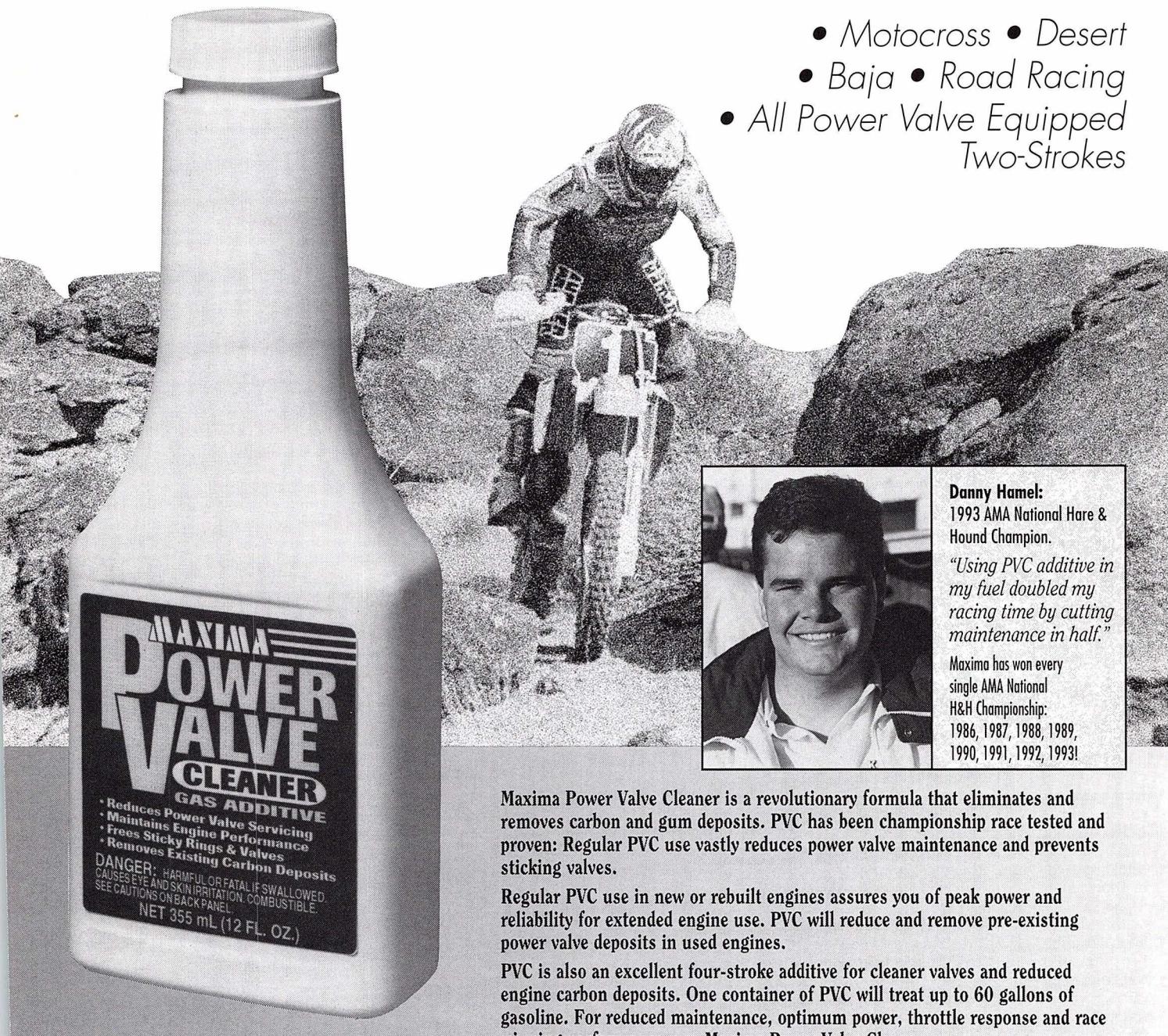
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TRAIL RIDER TOOLBOX

by Mark Uth

Air Filter Care and Maintenance

In a perfect world, you'd never have to clean your bike's air filter. It would either stay clean indefinitely or disposable air filters would cost \$1.98 each. Yeah right - this is not a perfect world. Unfortunately, a clean air filter is essential to getting top performance and greatest longevity out of your motor. Dirty and/or leaky air filters foul jetting and eat top ends; neither a welcome proposition. On the positive side, air filters are truly a claw hammer type component of your bike. No small/delicate parts to break and/or lose in a murky swirl hole. Proper care of this simple component will contribute to countless hours of trouble free roosting aboard your scooter.

From our perspective, filter types fit into basically two categories: stock and aftermarket. Both have proven quite serviceable in all types of riding. However, aftermarket offerings have incorporated a few desirable features that serve to improve their potential performance.

Stock filters generally have one piece elements. Aftermarket filters manufactured by Uni Filter, Twin Air, etc. employ a multiple element design that features a coarse filter element as an outer layer and finer inner elements. Multiple element filters boast better (finer) filtering characteristics, while resisting clogging longer.

K&N's claim to fame are the cloth element replacement air filters for four stroke bikes. While these filters provide significantly better breathing and easier maintenance, beware their use in wet conditions—K&N filters pass water easier than foam.

Cleaning

Make no bones about it, no one likes cleaning air filters. This task can be particularly unpleasant during the winter months. However, given the choice, the preferred method entails using one of the many (non-hydrocarbon solvent) filter cleaning fluids available. These cleaners are typically sold by the same makers of filter oils (Bel-Ray, Uni Filter, Spectro, Maxima, PJ, et. al.). They do an admirable job of making a nasty job bearable and are a little less hard on the hands than the other option: cleaning with solvents.

If you do choose to clean with solvents (as we all must under certain circumstances), follow these two basic rules and

everything should work out fine. First, plan on cleaning in a two step process; first using solvent, followed by a wash with warm water and a light soap. When using solvents, diesel fuel or kerosene are safest; do not use gasoline (self immolation is not a pretty sight), and work in a well-ventilated area. Washing with soap and water after cleaning is necessary to remove any solvent residue left in the filter, which would otherwise break down (read: thin out) the filter element oil. Ordinary dish detergent works fine here. If possible, use water pressure from the tap to force out (from the inside out) the last remnants of dirt, soap or solvent. After cleaning let the filters air dry.

Getting Oiled

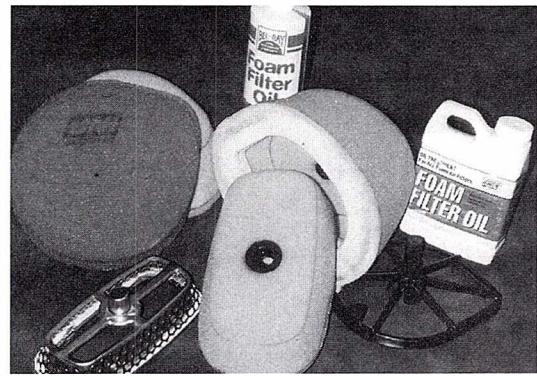
Once clean and dry it's time to consider filter oiling options. Filter oils are a special blend that are thicker and stickier than ordinary motor/household oils. This inherent stickiness not only traps dirt and other particles, but resists being pulled through the filter and into the engine, as well. All of the major chemical vendors previously mentioned make quality filter oils that do the trick—we've

Filter Skins

We might not yet have \$1.98 air filters, but a new, inexpensive alternative has recently become available for all those who detest the air filter cleaning drill. Priced at about ten bucks for a package of three, Filterskins are aimed at two specific groups of riders: those who want to extend the time between filter changes and those who need a competitive edge under especially long, dusty event conditions.

What are they, you ask? Filterskins are sort of a sock for your air filter, made from a material not unlike women's white stockings. Installation is simple. Oil the Filterskin as you would any filter element, and stretch it over your installed air filter element. When it gets dirty, pull it off and slap on a clean one.

Filterskins are washable and appear to have the mettle to stand up to many repeated cycles of the above. They claim to permit maximum airflow, without restriction (when clean). Additionally, the Filterskin is alleged to trap 90% of the dirt that would ordinarily end up on or in your air filter. When cleaning time does come, this should make it a snap. They're from PC-1 Racing, at (714)771-6381.



filters, be sure to use a filter oil that is non-flammable, in deference to potential backfires.

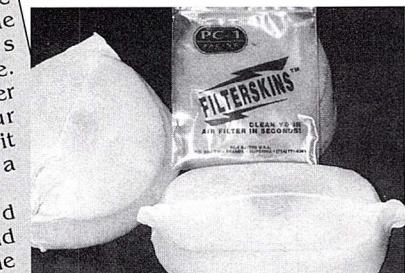
When considering oil application methods, the tried and true bath method is almost universally recommended by most "authorities". This means keeping your filter oil in a large resealable container (like a Tupperware salad bowl). To oil the filter element, simply dip the filter in and

squeeze out the excess. We don't particularly like this method for a simple reason: If you're oiling used filters (after cleaning), the oil bath will eventually accumulate fine sand deposits within it, due to incomplete (not necessarily sloppy) cleaning.

These fine sand particles will end up on the inside of your filter and get sucked into your engine. The only alternative is to toss out the whole batch of oil at the first sign of contamination (and waste all that oil).

The Toolbox preferred method is to attach a pour spout onto your filter oil bottle (or drill a small hole or series of holes into the cap) to permit slow pouring. Oil is then squirted onto the filter element in small amounts and evenly spread throughout the filter via a gentle kneading or massaging action. When using this method, be careful not to pour too much oil on any one spot. Repeat the process until the filter is uniformly coated with the filter oil. This method produces little or no waste oil wrung from the filter element, and the gentle kneading of the oil into the filter is less rude than squeezing excess oil out.

Some mechanics might suggest oiling the inner element of two-element filters, while leaving the outer element dry. This allegedly reduces clogging by allowing really big chunks of dirt to fall off the outside filter. While admitting that this might be advantageous under certain really grim situations (perhaps desert racing),



we prefer to oil the entire filter assembly for our typical eastern riding.

The last step is to apply waterproof grease to the filter element sealing lip to ensure against potential leaks. Once completed, slap in the filter, wipe out any grease that might have gotten onto the airbox walls, and go roosting! □

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Moto Costa Rica

If you want a taste of the jungle with no worries, Moto Aventura has the trip for you

by Paul Clipper

In February, Kevin Hines and I were supposed to go to Costa Rica to do some riding. Kevin works as the North American contact for Moto Aventura, a company based in San Jose, Costa Rica, that sells dirt bike tours of that little Central American country. They wanted *Trail Rider* to come down and sample their wares, and, naturally, write it up in the magazine. Somehow or another, it didn't come together in February...or March, or April...and finally Kevin calls me and says "June 28th, we go!"

I protested weakly that it was the height of the racing season, and far too late in the year to take a week off "just to go riding," but Kevin talked me into it. He knows I have a standing policy at *Trail Rider*, and always have: if someone offers you an opportunity to use your passport with minimal cash outlay, you go for it and ask questions later.

Kevin was heading down a few days early, to get in some fishing, mountain biking and surf playing, and I wrapped up the August issue, cleaned up the office and bolted out the door. San Jose, here we come!

Painless Delivery

San Jose has a small, modern airport, clean and nice. Getting there was not much more problem than getting off the plane, picking up my huge bags, and rolling through customs. They just waved me right by, easy as pie. They have so many American surfers coming down there that they know what you're up to as soon as you get off the plane: you're here to have fun, and they're going to do as little as possible to keep you from it.

Kevin was there waiting, along with Larry, Moto Aventura's guide and second in command. We drove from the airport immediately, way up into the mountains, hopefully to look at one of the volcanoes that ring the central valley of Costa Rica. The only unfortunate side of that plan is that June is the beginning of Central American winter, such as it is, and every afternoon, without much variance, the storm clouds grow and rain hammers down. Instead of peeking through the dense clouds at volcanoes, we stopped at a little restaurant for

lunch and a scenic view out of the rain.

Both socially and statistically, Costa Rica is without doubt the most advanced Central or South American country. The literacy rate is over 93 percent, all the little mountain villages have electric power (110 volts, just like us) and purified water, and they all have a very effective sewer system. What this means is that you can drink the water and eat the food with wild abandon, which is something you really can't do in too many countries down south.

We had lunch, drove back down and went to the Moto Boutique, a Husky dealership in the capitol city, owned by Ignacio Pozo, who is also the owner of Moto Aventura. Ignacio would ride with us this trip, as well as Einar Starke, friend of Larry and Ignacio and a rider for the shop. Going along as support was Alvaro, "The Wildman" mechanic, and the truck driver Marco, whom we immediately nicknamed "The Convict," for obvious appearance reasons. Starting time was eight o'clock the

next morning, and without too much mess-ing around we went back to Larry's house and had a pizza, and pretty much off to bed right away.

Start The Adventure

We rode from San Jose, right from the Moto Boutique. Imagine riding dirt bikes on city streets, full moto style. Passing buses and delivery trucks in heavy traffic, hugging the yellow line in total fear for your life. After a while you stop worrying about it, because drivers coming the other way understand and actually move out of the way for you. Pull the same tricks in the states and you'd get creamed; here, it's normal business.

We must have been on the edge of town, because it wasn't too long before we were up in the hills, passing small houses and dodging the odd chicken here and there. The normal ground in Costa Rica is basically clay, and here it was hard as stone. Not so much dust, though, because it had rained the night before. Every now and then we'd hit a muddy spot, and the clay would demonstrate just how slippery it could be when it was wet...and that was mighty slippery, as we'd find out later on in the trip.

Out of the hills we went, and back into a town for more asphalt road, then onto dirt. I was beginning to think that all the riding we'd do was dual sport stuff, and then all hell broke loose. The road turned into two-track, then into grass with two narrow paths, and then we turned off onto what looked like a cow trail, down a hill.

It was indeed a cow trail, and cows don't go the same way motorcycles like to go. This particular trail also had our first taste of rocks for the day, and oh boy, was it suddenly technical. Slippery, bouncy, everything you can learn to enjoy from New England, but now with a Central American flavor. I bounced and skidded, and stalled way more often than I'd like, especially for a big-bore 610 thumper.

To be honest, the Husky is probably the easiest starting four-stroke ever made, and it rarely took more than one kick. Only



Ignacio and Larry do a little road riding in the mountains. No matter whether you ride the easy stuff or the difficult, there is stunning scenery everywhere in Costa Rica.



Breakfast in a grass-thatched, open-air restaurant. Einar, Larry, Ignacio, Kevin, left to right, plan the day ahead.

problem was, every time I went to kick it and put my right foot down, I realized it was so slippery there was no way to stand and hold my footing. Interesting. I made a mental note to turn the idle way up—Scott Summers' tip #1—and thumped and banged my way down to where the rest of the boys were waiting impatiently. When I got there, Hines took the bike and made some adjustments to the carb, much to my everlasting gratitude.

Next we were back on the dirt roads, then asphalt for a little bit, then more dirt. The two-track made its inevitable transformation, and we were back on the cow trails. Ultra technical. Not too much for the 610, but it was quite a handful in places. The worst were the spots in the clay where

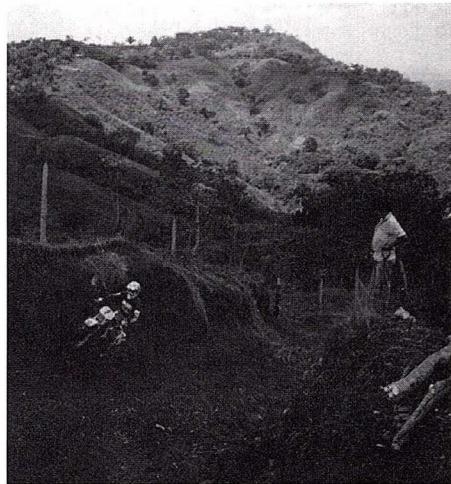
the cows had trampled it into lumpy holes. The surface is so slippery that you can't really aim with too much precision, and the holes bump you wherever they want. Hold on and hope!

By a little after noon we emerged into a remote village, after going nearly 40 miles in all sorts of terrain. We rolled down into town and right to the front door of a very rustic restaurant for lunch. Larry warned us not to have too much to eat, because in the Costa Rica heat all we'd want to do is nap with a full belly, and we took his advice.

We packed up on fruit and juice, and waited while Alvaro did more of Hines' bidding on his bike and mine (lower my gearing, raise his). The boys were impressed with all the attention Hines was giving the bikes, and said my bike "would be a pro bike by the time we got to Jaco Beach" after Hines adjusted the forks. Hey, well, you have to ride what you're comfortable on, eh?

Leaving the lunch stop was short-lived. True to Kevin's prediction, his rough-running bike gave up its ignition less than a quarter-mile from the restaurant, and we immediately turned around and rolled back down to it. After much discussion, Kevin opted to ride out in the truck, and later that night they would put the spare bike's ignition on Kevin's bike and he would continue riding the next day.

He missed some pretty good riding. Shortly after the re-start we headed up into the clouds, way up in the high mountains. It wasn't long before we were riding in the



A road worker stops to watch the only traffic of the day—Kevin Hines railing a giant berm.

rain, but it was so warm out—and we were already soaked with sweat—that we hardly minded being pelted with fresh water. Basic Riding Fact #14 proved it's truth almost immediately: if you have to ride in mud, it's better to ride it while the rain is coming down. Heavy rain hitting the clay makes it too wet to pack up the tires, so even though we were slithering still, it was much more controllable. And actually fun!

We sawed through a couple of narrow trails again, and by this time we were deep into the jungle. The road wasn't much more than a gouge hacked out of the dense trees, and every stream crossing had its accompanying rope suspension



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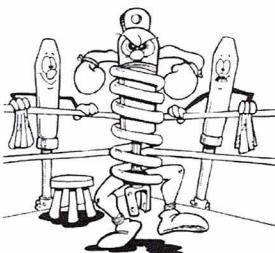
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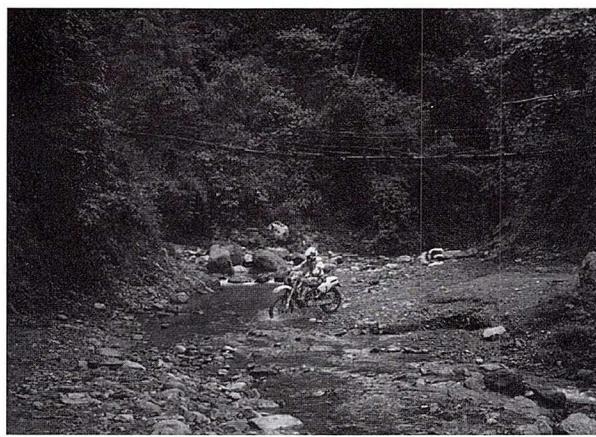
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bridge so the walkers wouldn't have to get their feet wet. Thankfully, we didn't have to ride on them.

After two hours of riding without a break, we broke out of the jungle to see the Pacific Ocean gleaming in the patches of sunlight to the west. We rolled down to the coastal plain, passing coffee plantations, banana trees, mango trees, papaya trees, and fields of cattle with brilliant-white egrets flying above them. Toto, I don't think we're in Newark any more.

Jaco is a coastal town seemingly created for surfers. The place caters to Americans and surf punks from everywhere, with luxury beach-front hotels and discos, restaurants, the works. We stayed in the Jaco Beach Hotel, from what I could see the nicest place in town. Here we were, mud-covered and flogged, and welcomed into the immaculate tiled lobby of an ocean-front resort. Ain't traveling grand!

The first order of business was head for the ocean, and when the truck arrived they unloaded the two Boogie Boards that Larry had packed along. We were body-surfing on the black sand beach, with a bar right behind us and 80-degree water wrapped all around. The sky was a beautiful cobalt blue, with big white clouds, a handful of surfers worked the swells, and bikini-clad women lounged on the beach. When night started to fall (always between 5:30—6:00), we got cleaned up and went to dinner at the open-air restaurant. Name me a better end to a hard day's ride!



River crossing, jungle style. The pedestrians use the bridge, high enough to be out of the drink when the rain is pouring down.

Heading up the Coast

The next day, we learned the meaning of "hot." We hung around the hotel late in the morning. Kevin and Ignacio went for a mountain bike ride (they, and Larry, had brought their own bikes), while Einar and I borrowed two rat bikes from the hotel fleet and pedaled through town and up the coast a bit. Larry was boarding at another beach, and later most of us jumped into the ocean for a swim. Finally, after breakfast also, we suited up and went riding, heading for Quepos and another coastal resort.

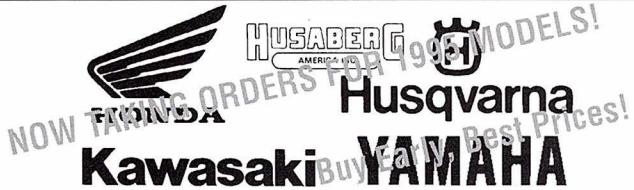
However, in order to get there, we had to ride, and by now the day had warmed up. Here, down by the coast the heat is not

moderated by the altitude, as is the center of the country, and it can get mighty warm...how warm, I wasn't interested in asking. Along with the heat, we had near-100% humidity to keep us amused, and to top it all off the wind simply did not exist. Larry, Ignacio and Einar said it was not at all bad. After all, this was the beginning of their winter, and it was cooler than it is in the summer. It was gratifying to hear Hines mention the heat as well; at least I wasn't the only complainer in the crowd.

The trail of the day wound around a group of ridge-top two-tracks and trails, tighter and more technical than the day before, but not so many rocks. Things were going along well until we entered a section that was used in an enduro special test last season. It was a climb, carved through the cow-gouged clay that I had come to know and love the day before. The trail, which was actually as wide as a two-track road, had been torn-up unmercifully by the motorcycles as well as the bovines, and any intelligent line through had been erased, at least to me. I blew it when we bottlenecked halfway up, and then could not get going again in spite of Hines' coaching. He wound up riding my bike up while I climbed through the slime on foot.

We weren't done, however. The summit was brief respite until we had to climb another pitch, easily as gnarly as the last one although shorter, and I stalled again. This time I got up, but not without great

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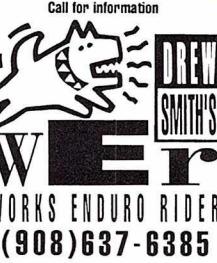
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personal struggle. When Larry asked later if I wanted to take the easy way or more difficult way, you could guess what I said.

Still, we rode some excellent trail along the way. By lunchtime we were all showing wear, and we decided to high-tail it out of the heat and head for the beach. We took roads down through endless groves of African palms, the ones they cook palm oil out of. We arrived at another beautiful hotel, and hired a boat to take us across the inlet to the ocean, where we swam, Boogie-Boarded, and chased crabs for a couple of hours. By the time we sat down to dinner the heat and struggle of the morning was a distant memory.

Boogie Back to Jaco

Another short day followed our ride to Quepos, this time back to Jaco Beach again. The heat was on, once more, but in the early stage of the ride we passed through the cool shade of the palm groves and really didn't mind. Soon we stopped in a dark ravine, and Larry announced that this was the start of the fourth special test of the trip. There was a climb ahead that I should be prepared for, and to help out he actually let some air out of my rear tire.

Once again we plunged into some serious trail riding. Although we saw little rain down at the hotel, it was obvious that it had been raining merrily in the hills, and there were some epic slimy spots along the way. I fared rather well with the big 610 at first, and then we hit a steep pitch as nightmarish as any we'd seen so far, and I blew the climb again, halfway up. As an excuse, I'll offer that the tires used on the 610s are not my first choice for a mud tire—Pirelli MT-21. It makes an excellent street tire, but in clay it packs up like a full set of luggage. Tires or no, it was still annoying to have Kevin show me how to ride up a slick clay hill again.

Feeling tired and sorry for myself, I took the lead in the next pitch, and soon came across another horrible climb. This one was steep and wide and rocky, slippery as sin but not as wet as the last one. I determined to not walk up this one and pinned it viciously in third gear, and hung on to the handlebars like I was handcuffed to them.

By some miracle I cleared the top without a crash, although a set of good 180-degree tankslappers on the way left me whipped and sweaty, and I rode ahead to a level spot with a hint of air stirring.

Only when you stop do you realize that the reason it is so humid and hot is that you are actually riding in a true jungle. Banana trees, Bird-of-Paradise plants, big ferns, strange flora of all types surround you. Huge iguanas watch you silently, motionlessly from the cool shadows, and strange birds cackle and cry overhead. In certain places you can hear howler monkeys roaring up in the high trees. Costa Rica is a real tropical paradise, and it's easy to excuse the foreign riding conditions once you realize how privileged you are to simply be riding there.

I waited a good many minutes before Ignacio, and then Kevin and Larry rode up, out of their normal riding order. Ignacio declared me the winner of the second special test that day, since I made the climb easily while Larry spun-out and bottlenecked the hill, causing Kevin to crash into

him and endo on the way up...and then Ignacio drove into the pile. Very unfortunate I didn't have a camera there! Einar had avoided the heap, while I scored my first victory of the trip, and it felt good!

The victory was short-lived. The third test of the day stopped me again, and I had to drag and push the big Husky up, and then the fourth test wiped me out. Kevin had to ride it for me, and at the top I told Larry that if he makes his customers ride these trails he would surely kill them all.

"Oh," he said, looking at me surprised, "we don't use any of these trails for the normal tours. These are all enduro trails! We are riding them for the benefit of Kevin and Ignacio. Why, do you want to ride easier trails than this? We have them."

I don't know who I wanted to kill more, him or myself. Up to this point I had believed we were riding normal tour trails, but now I knew better. When asked if I wanted to try more special tests, I pointed out that we were soaked with sweat, horribly overdressed for the temperature, and there was an ocean practically in sight.

In the surprise move of the week, Hines actually agreed with me. Kevin Hines, the king of self-punishment, claimed he felt hammered by the heat, and wouldn't mind road-riding down to Jaco. Later on that night it became obvious that Kevin had jungle fever, and he spent the next 16 hours in bed, sweating and sleeping. We tried to do more Boogie-Boarding, but the rain started in earnest, and the lightning on

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the ocean made it more than a little foolish. Instead, we spent the evening eating and drinking and laughing about the day's exploits.

Head for Home

It must have rained a foot that Friday afternoon and night, and come morning all of us were apprehensive about the proposed route for the day. We also had a changing of the guard: Kevin was headed for San Jose and the airport, feeling a little better but committed to a mountain bike ride he was expected to lead on Sunday, back home. Einar was going with him, since he had to get back to work. Instead, Ignacio's wife Lena joined us, riding her 125 Husky, and their friend Luis was coming along as well, on a 360WXE.

The weather was cool, after all the rain, but it was muddy in spots. We avoided all the worst parts, but still had a few episodes along the way. Lena is an excellent rider on her own, and so was Luis—a reigning Costa Rican enduro champion—but Luis did manage to do a great header in a hog wallow very early in the ride.

We did some dirt and paved road, and



Cruising down rows of Africa palms. Lunch at a roadside cafe: Marco "The Convict," El Diablo Plata, "Wildman" Alvaro, Kevin "What Special Test?" Hines, and Larry the Surfer God.

then some trail, and Lena had the unfortunate luck of flattening her rear tire...although she continued to ride it out to where we could get it repaired. Soon, though, my back brake started terminal howling, and I knew I had finally worn all the lining off the brake pads. Without spares along, Larry and I decided to ride out on the road, to avoid destroying the rear rotor. It was all right by me by then, I had seen enough mud to keep me going for quite some time. Lena, Luis and Ignacio continued to ride some trails, and we met up with them later back in the city.

The Trip of a Lifetime

Normal procedure for Moto Aventura is to tailor the ride to whatever the paying customer wants. If you want moderate trail and two-track, they have it in abundance. If you want tougher enduro sections, they can accommodate you. And, if you want a dual sport tour of the area, with plenty of scenery and local culture, that can also be arranged. But woe be unto the rider who brags about how great an enduro rider he is, when he really should know better. Costa Rica, and Larry knows where they

are, has some trails that will humble you completely if you aren't AA caliber.

When should you go there? It depends on what you like. Costa Rican seasons are reversed compared to ours, so the dead of winter up here is beautiful summer weather down there. In the summer it is dry, and in the winter it rains—although it doesn't rain every day, and usually mornings are clear and bright. Typical winter weather starts turning cloudy in the afternoon, and then there are thundershowers at night. In the morning it is once again clear. The rain brings mud on the low, sheltered spots; in the summer most all of the trails are dry and proba-

bly dusty (and yes, the enduro trails are much easier in the summer). Because of the country's proximity to the Equator, the daylight hours are almost uniformly 12 hours long, getting dark at six p.m., and the temperature only varies about six to ten degrees between winter and summer (you won't need a jacket, or at most a light, packable rain jacket).

Your riding clothes will get wet. I scrounged together three pair of riding pants and five jerseys for the ride, and brought them all back wet and mud-covered. Things don't dry out in the humidity there, so make sure you pack accordingly. A Camelbak or other high-capacity drinking system is seriously necessary...if I went back I'd take a Camelbak and a canteen—the canteen for pouring over my head!

Is it worth the trip? I would say so, yes. The cost may seem high, when you factor in the price of a round-trip plane ticket, but Moto Aventura takes care of you all along the way, and will try to accommodate your every desire. In my opinion, they do a very good job with the tour, know the country intimately, take care of the bikes, and really know how to have fun.

Would I go back? In a heartbeat. Costa Rica offers all of the appeal of a Latino/Central American vacation, with none of the danger or hassles associated with riding in South America or even Mexico. Besides that, at the bottom of the mountains on either side there is an excellent ocean, offering great fishing, surfing or swimming opportunities, and that's what I like—when I'm off the motorcycle. It's simply a great country to travel in, and doing it on a motorcycle makes it all the better.

Moto Aventura's Costa Rica tours include everything except the airfare to San Jose. Their five day, seven night tour costs \$1970; three days and five nights will set you back \$1330; a two-day tour with two nights stay is \$750; and a one-day ride would set you back \$275 (although it would be very difficult to see everything in one day!). If a group of five riders wants to reserve space for a five-day trip, Moto Aventura will offer a \$50 per person discount to everyone in the group. For more information and a brochure, contact Moto Aventura, c/o Kevin Hines, 54 Spectacle Pond Terrace, East Wareham MA 02538; (508)295-8864. □

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START The start location will be in the Bobcaygeon Area 12:00 Noon Saturday; 9:00 A.M. Sunday

HEADQUARTERS Will be located at the Bobcaygeon Inn, Bobcaygeon, Ontario.

REGISTRATION Friday evening September 10th, 8:00 P.M. to 10:00 P.M. and Saturday morning 9:00 A.M. to 11:00 A.M.

GAS TRUCKS Will be provided for each gas stop !!!

TROPHIES The traditional numerous ' Corduroy Log Awards ', Overall, Class, Team Trophies, and Annual Can-Am Trophy. The top three finishing scores from U.S.A. & Canada to decide the winner of the Can-Am Trophy "Annual Lloyd Howell Memorial Trophy" (an individual engraved trophy to each winning team member)

DURATION About 100 Kilometres on Saturday including any special test. About 200 Kilometres on Sunday including any special test. There will be a 90 minute "hour out".

STARTING ORDER There will be a draw on August 11th. All entries including post entries will be subject to draw.

NOTE!!! If you wish to ride with your buddies then send all entries in the same envelope.

MAIL EARLY Last postmark for Pre-Entries is September 2nd, 1994. Post entries \$ 10.00 extra.

- **There will be NO rider substitution and there will be no refund of entry fee after the draw August 11th.** All entries will be confirmed after the draw by return mail if Canadian entrants send Stamped Self-Addressed envelope. U.S.A. entrants should supply Self-Addressed envelope. Available accommodations will be sent to you on receipt of entry.

TEAMS Can only be entered at registration.

ENTRY FEE \$ 70.00 CDN./\$ 55.00 U.S. and must accompany your entry application. Teams \$ 15.00 CDN./\$ 12.00 U.S. Make cheques payable to: Steel City Riders, postdated cheques not acceptable.

- **C.M.A. Enduro membership \$ 35.00 CDN. / \$ 25.00 U.S.**

Route Sheets will be available in miles for U.S. Riders.

**Please complete the entry form below and mail to: J. Kelly, 1455 Garth St. Unit 18,
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For information call: Jim Kelly, (905) 383-3569**

ENTRY FORM: SURNAME: _____ FIRST NAME: _____ PHONE #:(____)_____

ADDRESS: _____ APT#: _____

TOWN: _____ PROV/STATE: _____ POSTAL/ZIP: _____

BIKE (MAKE): _____ ENGINE SIZE: _____

RIDER CLASS: (CHECK ONE)

NOVICE: _____ INTERMEDIATE: _____ EXPERT: _____ MASTERS: _____

VETERAN(MIN. AGE 39 ON JAN 1/94) _____ SUPER VET.(MIN. AGE 49 ON JAN1/94) _____

OTHER CLASSES: .NOTE: There will be trophies for the following classes but they are NON Championship.

CLASSES:

Vintage Class: _____ 10 year rule - 1984 or earlier. Novice B Class: _____

Whiskey Ridge

Watching the points chase up close and personal

by Paul Clipper

Sharpsburg, MD 5/8

The trouble with reporting on a GNCC race this time of year is the fact that we're caught right in the hot part of the series. Sure, we went to Sharpsburg for the race, and it was a good one, but since this race there has been all sorts of developments in the two races that have occurred even before this was written. And actually, by the time you read this the re-located



Norton (5) and Andrews spent the whole race fighting tooth and nail, swapping the lead back and forth on every lap. It's a long race, though, and neither of them triumphed at the finish.

Blackwater 100 (actually Starvation Point 1) will have happened and probably changed things once again. Ah well, all we can do is run the story and then try to bring you up to date on the later races.

The Story So Far

The big news in the GNCC, up before Whiskey Ridge, is that New England's Tommy Norton was running second in the overall points standings to Fred Andrews. Tommy is riding a 125 Ninja Turtle Kawasaki, backed by Team Mirage. Andrews rides a Yamaha YZ250 for Team Yamaha. To some, the most amazing thing is that a 125 can hold its own against Andrews' 250, and the 250cc and Open class bikes of the other competitors, but we know better. Norton will admit right away that on a 250 all he'll do is hurt himself. He's one of those kinds of riders who need to wring out everything a bike has to offer, and a 125 is the only safe mount for

that kind of riding style (he will, and has, used a 250 for the wide-open western rounds of the AMA National Hare Scrambles series, and with good success).

So the battle at Sharpsburg was set between Andrews and Norton, although there was plenty of competition along to keep things dicey. KTM's Scott Plessinger was on hand, and is always a threat for the win. Also on hand was Scott Summers, in his first race back from a broken arm, but always a big threat. There was series regulars Duane Conner (Yam), Steve McSwain (Hon), Gene O'Nail (Kaw), Craig Jones (Kaw), Terry Cunningham (Kaw) and many more were also there to complete the mix.

There was definitely quite a crowd on hand to take advantage if anyone slipped up, but basically there are only four guys that are a serious problem at the GNCCs: Summers, Andrews, Plessinger and Norton. When the starter's flag fell one group seized the holeshot—Doug Blackwell from Kawasaki, Tom Carson on a Honda, and Steve Hatch, who was taking a break from the national enduro scene, but within two laps Summers, Andrews, Plessinger and Norton took over and started setting a really blistering pace.

The most amazing thing about GNCC races is the fact that a good start doesn't appear to have any effect on the outcome. Norton started this race by coming into the first turn in ninth place, which isn't all that great of a start, at least not in my book...especially not on a 125, since now he had to plow his way through all that traffic on a little 125. I figured "Ah man, he's dead now...", and that shows how little I knew.

By the time the riders came through the barrels the first time, Norton was in seventh, by the third lap he had worked his way up to third overall. So much for the 125cc "disadvantage."

Actually, in the first few laps there was only about 30 seconds separating the first seven riders, which made for some incredibly exciting racing. First Plessinger was leading, and Hatch was teasing with him. Then Duane Conner spent a few seconds in front, and Hatch and Blackwell started fading back, Hatch preferring to risk his neck in the national enduros, thank you very much.

It almost looked like nobody wanted to lead this race, but Andrews basically took control after a few laps. Summers and Plessinger didn't let him get very far, though, and that howling banshee Norton was in there as well. The Norton did a big

flip on the third lap, and came around back in the pack a little with a tweaked-off rear fender. It didn't seem to slow him down; within a lap he was back with the leaders.

Apparently falling behind doesn't make any difference either. Summers was wailing along, looking good for the win, and then he whacked something with a footpeg and bent it into a totally useless shape. He pitted for a few seconds and told his crew to get a footpeg ready for the next lap, then struggle around the course on one leg. Next lap in, he stops and Fred Bramblett replaces his footpeg and gasses him up, losing almost a minute and a half in the process (most gas stops in the GNCC now take ten seconds or less, with the latest in quick-fill technology). Looks like Summers is out of it, right? Nope, he made up the time and eventually won the overall.



Scott Summers spent most of Whisky Ridge running in second and third, stopped to change a broken footpeg, and then wicked it up to win the overall.

Norton meanwhile was still giving chase, and was hot on Andrews' tail when Andrews had to pit for fuel. He rode by the pits proper, and railed through the barrels once again, only to stop at a close turn a mile farther up the course. While his crew quick-filled his bike and then fumbled with the gas cap (Andrews is one of the few riders to not use a Dry Brake quick-fill system), Norton went by and inherited the lead. Andrews was practically stopped in the middle of the track when Norton went by, and later on I asked Norton if he was excited when he knew he was in the lead. "I never even saw him, I was completely wasted by then." was his answer. His fend-

er-removing endo still had him jangled, and he crashed again while leading, and let Andrews by. He had to gas again on the next lap, and Plessinger and Summers got by while he was stopped. As much as Norton tried to reel them in, Summers, Andrews and Plessinger were wound up in a high speed freight train, doing the best they could to out-ride each other, and their blistering pace left Norton 55 seconds back at the finish (they all finished in that order). Worthy of note is the fact that Summers was riding with a freshly healed



Plessinger did battle up front for most of the race, but ultimately fell back to third at the finish. He is in good position to win the series.

broken arm; first race back after the break. Can you say "iron man?"

The Road Show Moves On

Within two weeks, another battle was contested, this time at the Boyers, PA, GNCC event. Norton got his usual next-to-last start, then blew past everyone when they followed the leader off the course. Andrews came back and passed him, and Plessinger tucked in behind, and the three of them proceeded to walk away from everyone else in the race (Summers wasn't there; he had aggravated his newly healed arm at the Oregon ISDE Qualifier and had to take it easy for two weeks). Norton went on a rage on the third lap and passed them both, but then tangled with a lapper and wound up with the lapper's bike parked on top of him. The crash apparently looked so gnarly that both Plessinger and Andrews stopped—one on either side—and asked if he was all right.

After crawling out from under the wreckage, the Turtle was really annoyed. He caught back up to the two of them within five minutes and passed Plessinger. He took an eight-second pit stop and chased after them again, staying about ten seconds back for half the lap and then catching them right before a mudhole that slowed him and Plessinger down, while Andrews pulled away and disappeared. Norton thought he was third and done for, then found out at the finish that Andrews had crashed off the trail in a rock section and he never saw him as he went by. More

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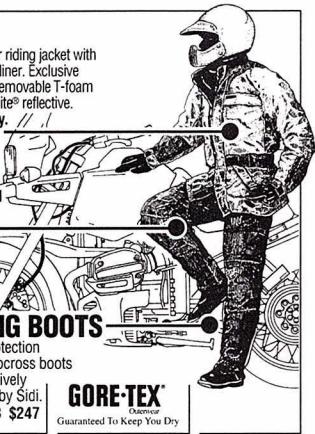
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second place points for Tommy Turtle, and third for defending champ Andrews.

The most recent GNCC was the Laurel Ridge, where Norton was battling his hatred for Ohio events ("They always seem dusty and rough," he says), and Summers was once again miraculously cured of his re-broken arm. True to Tommy's prejudice, the race was hot and dusty with no breeze to move the stuff around. The quad track

from the day before had been hammered into powder by the ATV racers, and it was so dusty "I didn't know what position I was in all during the race. The dust was so thick I couldn't even see my pit board in the pits," says Tommy.

On top of that, he had selected his stiff suspension before the race, which was a definite mistake, as the bike was beating him to death. He stopped and adjusted it

as best he could, taking off after Andrews, Summers, Plessinger and Conners, and never knew that Andrews crashed and limped back to the pits until the event was over. Norton had finished fourth behind the rest, but with Andrews taking a DNF he moves up into a nine-point lead over Plessinger for the series. Pumped? Don't ask! He wasn't even concerned about the five broken spokes and pretzelized rear wheel he discovered when he washed the bike. Turtle Boy has the points lead, and now anything is possible!

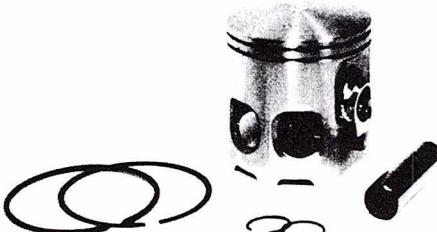
The next stop is on Father's Day, at Starvation Point, West Virginia, the replacement for the canceled Blackwater 100. Four more events after that and the season is history. Will Norton bring the title home to New England for the first time? Stay tuned, we'll be the first to let you know. □

Whiskey Ridge GNCC Class Results	
Scott Summers	Hon
Overall Champion	
Pro Class	
1. Fred Andrews	Yam
2. Scott Plessinger	KTM
3. Tommy Norton	Kaw
4. Duane Conner	Yam
5. Terry Cunningham	Yam
Open A	
1. Shawn Brell	KTM
2. Carl Ennis	Yam
3. Andy Kendle	KTM
4. Stan Tissie	KTM
5. Greg Holden	KTM
250 A	
1. Gene O'Nail	Kaw
2. Darryl Kuenzer	Yam
3. Scott Phelps	Yam
4. Brian Hess	Kaw
5. Clint Bardoner	Yam
200 A	
1. Craig Jones	Kaw
2. Daryl Conner	Yam
3. Jeff Lauth	Kaw
4. Michael Burk	Kaw
5. Curtis Bardoner	Yam
Four-Stroke A	
1. Rodney Judson	Hon
2. David Black	Hon
3. Ralph Thorn	Hon
4. Don Bohn	KTM
5. Daryl Gaitan	Hon
Veteran A	
1. Tim Shephard	Yam
2. Jeff Murgel	Yam
3. Matt Spigelmyer	Suz
4. Gary Dunkelberger	Yam
5. Jerome Lynn	Yam
Senior A	
1. Paul Michels	ATK
2. Terry Mealer	Yam
3. John Gallagher	KTM
4. Tom Myers	Yam
Super Senior	
1. 1. Joseph Lojak	Yam
2. Harry Greenlee	Yam
3. Bruce Triplett	Hon
4. Terry Ilg	Hon
4. Don Harless	Yam
5. William Farmer	Hon
Open B	
1. Elmar Kruza	KTM
2. John Grimm	Yam
3. James Ott	Yam
4. Brian Sovak	Hon
5. Neal Singleton	KTM
250 B	
1. John Shaffer	Yam
2. James Rodgers	Yam
3. John McDonald	Yam
4. Scott Ashway	Kaw
5. Scott Phillips	Yam
200 B	
1. Robert Thompson	Kaw
2. Paul Chaney	Kaw
3. Ronald Johnson	Hon
4. Gary Bunner	Kaw
5. John Bennett	Yam
Veteran B	
1. Donald Bigley	Yam
2. Randy Mansberger	KTM
3. Randy Fink	Yam
4. Terry Ilg	Hon
5. Richard Wagner	Kaw
5. David Melnar	Yam
Senior B	
1. Barry Lee	Yam
2. Richard May	Yam
3. Frank Erbe	Yam
4. David B. Rose	KTM
5. Kurt Ostermann	Hus
Four Stroke B	
1. Tim Harmon	Hon
2. Mark Martin	Hon
3. Bradley Reger	Kaw
4. Joseph Lukaesko	Hon
5. Thomas Evans	Hon
250-Open C	
1. Bill Farmer	Hon
2. Jeremy Jarvis	Yam
3. Mark Welland	KTM
4. Kevin Wright	Suz
5. John Barill	Yam
125-200 C	
1. Jeremy Berwanger	Yam
2. Dan Bigley	Yam
3. Matt Bennett	Kaw
4. Jason Jarvis	Hon
5. Richard Wagner	Kaw



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Entry Fee: Make checks payable to Valley Forge Trail Riders, Inc. \$20 entry fee, pre or post. Mail entries to Tom Wheeler, 1200 Price Lane, Downingtown, PA 19335.

Starting position: Drawing for starting position will be September 9th. Entries stapled together will be assigned together. No phone entries, please.

Registration: Saturday from 2:00 P.M. to 6:00 P.M., Sunday from 6:30 A.M.

Information: Call (215)827-1033 or (215)873-7584. Evenings only, please limit calls.

Requirements: Riders must have valid AMA and ECEA cards. If you don't have an ECEA card you may take the test on Saturday at the sign-up area. AMA applications are also available. NETRA, and SETRA license holders will be issued an ECEA card in the same class with no test. You must have a valid motorcycle driver's license.

Bike Requirements: We will require a license plate, securely mounted headlight, taillight, and attached muffler. A sound test will be conducted according to AMA regulations. No bikes are to be started or ridden between 7:00 PM Saturday and 7:00 AM Sunday. Please meet all requirements or be prepared to join the pit crew. No refunds! No minibikes!

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Aerostitch Darien Jacket

by Paul Clipper

Two things about the Aerostitch Darien jacket are going to stand out immediately. One is that this is the first jacket we've ever seen that comes with an instruction manual. The manual spells out exactly how to use it, and what to expect in hot or cold weather. It goes so far as to tell you how to dress for maximum comfort in cold conditions, and even makes the suggestion of filling the jacket's pockets with crushed ice in summer to help keep cool. Crazy? Maybe not, keep reading.

The second obvious feature about the Darien is what really separates it from the rest of the crowd: At \$467 retail, this is the most expensive non-leather motorcycle jacket you can buy. However, if you really demand comfort and convenience from your riding clothes—especially in cold weather—it may be a high price, but it's certainly not overpriced.

Where to begin...there are so many features, it's tough, believe us. Start with the shell. The outside of the Darien is a very heavyweight Cordura nylon, treated with Scotchgard to help its natural water repellency. It's very tough stuff; you're not going to rip it very easily in the trees or hitting the ground in a crash. The shell is completely lined with a Gore-Tex liner, and the resulting combo is seam-sealed throughout with Gore-Tex tape, to make it as waterproof as humanly possible. It does "breathe" as well as any Gore-Tex fabric, but if you've used Gore-Tex before you know that if you "sweat it out" from the inside it's not going to keep the rain out. Fact of life: Gore-Tex is the best waterproofing we've got, but it only likes to work in ideal conditions. To be totally honest, we've worn this jacket riding in light rain (cool temperatures), standing around in a cold downpour (for six hours), and riding in wet woods after a rain (cool again). So far, it has not leaked a drop, and easily exceeded the water-repelling performance of any other Gore-Tex jacket we've tried, so it does work well to keep the water out.

Now this outer shell has seven pockets in it, including handwarmer pockets and a sleeve pocket on the right side. Since the pockets are all independent of the Gore-Tex liner, it is conceivable that you could fill the pockets with ice to keep cool—the ice would melt and drip away through the outside of the jacket shell—but at that point we'd probably be inclined to just take the jacket off. Aerostitch has long experience with building riding suits for street bike riders, so all of the pockets on this jacket are in the most well thought-out positions you can imagine. Our favorite is a huge cargo pocket on the right breast that is fully 13 inches tall and six inches deep, with a full

The best winter jacket you'll ever find

length zipper right up the side. You can store a map, your camera, a portable CD player or your lunch in here with room to spare. There's another smaller side-access pocket on the left breast that's equally as handy, and the usual complement of waist

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Showing the zip-out Polartec liner inside the Darien jacket. The liner, and the Gore-Tex lining in the shell, combine to make this jacket unbelievably warm even winter dual sporting.

pockets.

Built-in ventilation includes a zipper-closed vent across the back, and two zippered underarm vents. One thing's for certain: if you judiciously use the vents, you're not going to get overheated in a Darien. However, it will keep you plenty warm, since there's a full-length Polartec liner that zips into the shell. One side of the Polartec liner is lined with light nylon, with four more pockets sewn in (total of 12 pockets so far—are you keeping count?). You can actually wear the liner as a casual jacket itself, if you were so inclined, but with it zipped into the shell it turns the Darien into an expedition-weight piece of survival gear.

Carefully zipped up, we've used the Darien for dual sport riding in temperatures around 15 degrees or so. At speed it feels like any bare skin on your face is being stripped right off your skull, and no gloves made can withstand the bitter wind, but the Darien kept us toasty warm. One time, we just threw it on quickly and suffered a painful stab of cold right up the breastbone because the storm flap on the Polartec liner had folded backwards. Unzipping and straightening the liner out cured the prob-

lems and we rode on. The liner also has underarm vents, and can be folded up into its own big back pocket and stored when not needed.

Finally, there are four big Temperfoam pads in the Darien, on the elbows and shoulders. This T-foam stuff is kind of amazing, in that it molds itself to your body and becomes really unobtrusive shortly after you put the jacket on. The only drawback we've found is if you store the jacket in the cold garage the T-foam pads get really stiff, and need to be warmed up to function properly. The pads are just Velcroed in, and you can remove them if you want.

Aerostitch also makes a pair of Darien pants, lined and waterproofed the same as the jacket, with T-foam pads in the knees, for \$286 a pair. While the jackets are available in red, blue, black or gray, the pants are available in black only. Both the jacket and pants are made right here in America.

All this protection and warmth has a price: size and weight. Fully assembled and with a dollar's worth of change in the pocket the Darien tips the scales at about five and a quarter pounds—which is a lot for a jacket. It is also a big jacket, cut long for maximum protection, and sized to accommodate the liner. A "small" is equivalent to a size 35, a medium is a 39, a large equals a size 43, an XL is a 47, and XXL equals 51 (men's chest sizes). If your normal size comes close to one of these marks, you'll probably be tickled. If, however, you're a tight size 40 in real life, the "39" is going to be too tight and the "43" too big. The owner's manual says you can remove the liner to wear the shell on mild days, but if the jacket is already big, it's going to be even bigger without the liner.

Complaints about the Darien? Well, this reviewer is a size 41, and the above holds true...it is a little big. And we'd like to see the collar lined with something more comfortable than bare nylon...like maybe corduroy or Polartec or something. As it is, if you're all snugged up and don't have a turtleneck on, the collar can rub you a little raw.

Any other problems? No...after trying one,



23rd Anniversary

MICHAUX ENDURO

South Penn Enduro Riders, Inc.

September 11, 1994



Course: Approximately 100 miles, layover at start.

Key Time: 8:00 a.m.

Entry Fee: \$27 pre-entry, \$30 post-entry. Random drawing to be held on September 1. Checks are to be made payable to SPER, Inc., and mailed to SPER, Inc., P.O. Box 836, Carlisle PA 17013. Staple together to ride together. No money, no number! No phone entries.

Start: Big Flat, located approximately nine miles from Shippensburg, PA. Location will be arrowed from U.S. Route 81, Exit 10.

Food and Camping: Both food and camping available at start area. Motels available in Shippensburg.

Information: Call Gerald Stake before 6:00 p.m. (717)245-0353.

Registration: At Big Flat, Saturday 2:00 to 7:00 p.m., Sunday starting at 6:00 a.m.

Requirements: All riders must have a valid motorcycle license and a valid registration and license plate. The motorcycle must be street legal and fitted with a securely attached muffler. There will be a sound test given. AMA card and ECEA card required. Riders possessing neither ECEA license or NETRA license must check "C" class on entry form and will be required to take an ECEA test. Testing will be conducted at registration on Saturday, September 12 only. No testing on the day of the enduro. ECEA written test is free of charge. **Above requirements must be met or you absolutely will not ride!**

Please Print Legibly

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

PLEASE READ AND SIGN THIS RELEASE!

I hereby give up all rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Address _____

Signature _____

City _____ State _____

Vehicle No. _____

Zip _____

Witness _____

Phone (area code) _____

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ECEA No. _____

Participant under 18 must have
notarized parent/guardian signature!

AMA No. _____ Expires: _____

Parent/Guardian Signature (sign in ink)

AMA Club Name: _____

Notary _____

Bike Make: _____ Displacement: _____

Commission Expires _____

Check skill level and class below:

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Saint Georges Hare Scramble

by Paul Clipper, photos by Keith Silva

St. Georges, DE 4/17

So the ECEA hare scrambles series started at the Gunning Bedford High School in St. Georges, Delaware. This location should be familiar to anyone who's ridden the Delaware Enduro Riders' famous enduro, since the school is the location of a gas stop, usually, and the field of phragmites reed across the street is the location of one of the event's most notorious sections. Last year, this field was the first points-taking section in the enduro, and it did its job well.

Phragmites reed is a deceptive thing. You may think you're really wailing in it, until somebody comes past you a gear higher and about 10 mph faster. In the enduro, if you're sleeping going into it, you'll be running with your tail between your legs by the time you get to the check-out. The hare scrambles is not much different. You can



Mike Lafferty took the win after an extended and noisy protest period.

either be on the gas and flying, or off the gas and wallowing around in the weeds. There's not much middle ground there, and no such thing as mellow riding!

DER offered their usual free PeeWee race for anyone who wants to enter, and signed up 20 or 30 riders. It's a great way to get the kids interested in racing, and a fine way to get the whole family out to the event, rather than just uncle or dad coming out to race a hare scrambles. The little guys and gals had their race at 10:30 in the morning, and simply had a ball. The youngest riders

Controversy clouds the ECEA opener

were in the Peewee 1 class, 4 to 8 years old, and Brian Boyer took the top spot in that race. The bigger Peewee riders were aged 7 all the way to 11 years, and Ed Hill was the number one rider in that class.

The Mini event started the day off, and the small-wheeled troops saw a one-hour race on a shortened course (about three miles). Nearly 50 entries were claimed by the club, broken down into A and B classes. When the phragmites dust settled, Dan Stoppi had taken the win in the Mini A class, and Brandon Sexton was the winner in Mini B. All the Mini and Peewee riders had their own awards presentation, so they didn't have to wait around all day.

The big boy's race lined up at noon, under nearly excellent conditions. Instead of the 90-degree temperatures of last year, we were riding in 70 degree temps and a light breeze. Helpful too was a good, hard rain the day before that killed all the potential dust in the gravel pit section and watered down the few sandy sections of the course. The rain also really "loosened up" a couple of the phrag sections, which we found out soon enough. It's funny, the ground out there is clay-based and normally as hard as concrete, but a little rain just under the surfaced changed everything. One of the first phrag turns was a slide-for-life, as you slithered into it and then gave it all you had to avoid mud ruts that developed from the line before. My row started second, and even that early in the game it was tricky getting through unstuck. The later rows and C riders had it the worst, and when we came around the second time the club members were frantically ribboning it off and sending us around the section. There were a few guys in there, stuck up to the tank, that weren't quite as lucky as us.

Oh well. The rest of the course was largely phragmites, although it was firmer than this first section. You still had to watch your throttle, because just when you thought you could hit the gas and power out of the corner you would spin it

around 180 degrees and possibly corkscrew yourself into the ground; it was that slippery. Yet it all appeared to be loam, there wasn't any slick mud to be seen. Weird. Like riding on marbles; definitely tricky.



Chris Crispin (dark helmet, left) gets the holeshot on the start of the Expert wave. In spite of the first-turn dust, the course was wet and surprisingly slippery in parts.

Two semi-tight sections of trees and bushes broke up the east and west sides of the course, and besides the short tight bits, the course would have been a cruise if it wasn't for the whoopdedos. You see, DER did a good job scouting the course for this year's hare scrambles. They actually managed to find almost all of last year's course in the phragmites. The only trouble with recycling last year's course was finding last year's braking bumps were now entrance bumps going into the turns. Pretty rugged!

St. Georges Hare Scrambles Class Results

Peewee 1

1. Brian Boyer

2. Evan Bostrom

3. Eli Wilson

4. Chris Coulett

5. Jerry Reed

6. Matt Godwin

7. Jason Crone

8. Matt Fax

9. Dan Stoppi

10. Andy Sloane

11. Dan Hanna

12. Dale Hiles

13. Ken Quillen

14. Matt Sloane

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All the battling was happening in the first row, of course, and that is where the controversy developed. According to our observation and photos taken, Chris Crispin took the holeshot and settled in for some bar-banging with Mike Lafferty and Jack Lafferty Jr. They might have been wondering who this guy was, but Crispin is well known as a hare scrambles rider in New England. He's finished second overall in the NETRA series three or four times, and was proving himself an easy match for the Lafferty brothers on a rock-less hare scrambles. Within the next eight laps, though, everything went to hell with the race, and it wasn't just two or three guys racing.

According to Crispin, he was shocked stupid early in the first lap, when, in his words: "I was freight-training along behind four other guys, all just flying, and all of a sudden two of the guys just peel off to the right, right into the weeds! I thought they were broken down, or stopping for something, and the rest of us flew through the turn...and then here were these two guys in front of us! I recognized them from before, and knew they weren't lappers, because we were all leading. Well, I reeled them in, so did the other guys, and then in another straight, boom! There goes two other guys cutting the corner!"

Crispin was unfortunately falling victim to something everyone who rode this scrambles last year took for granted—as the corners got torn up, we cut off the mud and ruts to the inside, cutting part of the corner off. Once one person did it, everybody followed him, and basically that became the new course. We all did it last year, and we were doing it again; and to the DER's credit, the course was basically laid out where you could cut a corner tight and miss the bad ruts, but not really cut off any great distance.

Trouble was, one obscure cut turned up on the course, where if you were really paying attention you could cut nearly a half-mile off the course, with one easy nip through the bushes. This was bad enough, but worse yet was the fact that DER had no course workers to spare to police the area, and for the most part this cut went unwatched.

To make a long story short, it was a real wild race, with plenty of lead changes, and in the end Crispin reached the barrels just in front of Mike Lafferty. Mike thoroughly believed that he had been in the lead and that no one passed him, and didn't know who Crispin was anyhow...so how could Crispin have beaten him?

Lafferty claimed that Crispin must have cut the course...however, no one saw Crispin take the big cut that I mentioned earlier, especially no one from the club and definitely no one who could be called "impartial." There was no way to officially prove that Crispin cut the course (since DER uses a rapid scoring method that does not use lap times), and for that matter, there was no way to prove that Michael didn't cut the course, either. So, naturally, it was decided to settle the matter by argument, and if that didn't work, maybe a fist fight. In the end, Lafferty was awarded the overall win.

The whole situation was sad to witness, and before anyone involved calls or writes saying I'm wrong to take this "New Englander's" side, forget about it. I was there, I heard everyone's story, even as

they changed as the afternoon wore on. I stood right next to people who shouted the stupidest things, and could not believe they were doing it in front of someone who writes for a magazine. It was a very disturbing thing to watch, and it certainly made me thankful that I don't take racing seriously, especially when it's very easy for anyone to cheat.

Aside from that, it was a good race. DER did a good job with the scoring, and the course was fun and fast, if not a little bumpy. All they need in the future is a few more people out policing the course, and maybe some more diplo-

matic referees, and they'll continue to knock out some great hare scrambles. Better luck next time, eh? □



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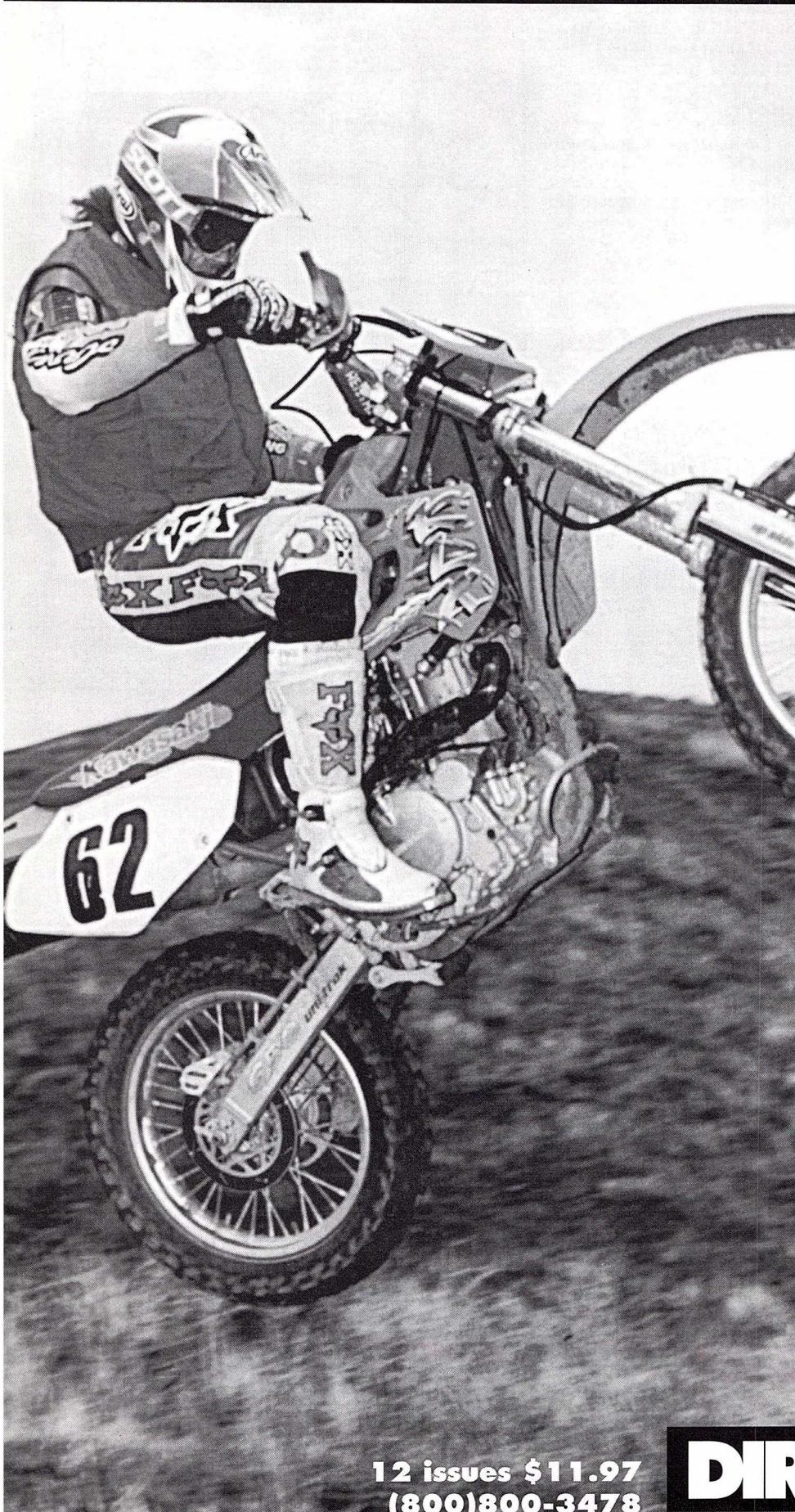
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Editorial Director Charlie Morey has been riding since 1965. He raced motocross in the '60s before it officially arrived from Europe as a big-time sport, and he's also logged megamiles on trails all over the U.S., Europe and South America. His knowledge and perspective on today's political and land-use issues are equally formidable.

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Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest and youngest member of **Dirt Rider**'s team, and as our Moto! Editor, his motocross expertise and photography and writing skills leave other motojournalists gasping in the dust.

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Central Virginia 100

Wherein the VCHSS riders learn why they don't race motocross

by John W. Capewell and A.J. Winstead

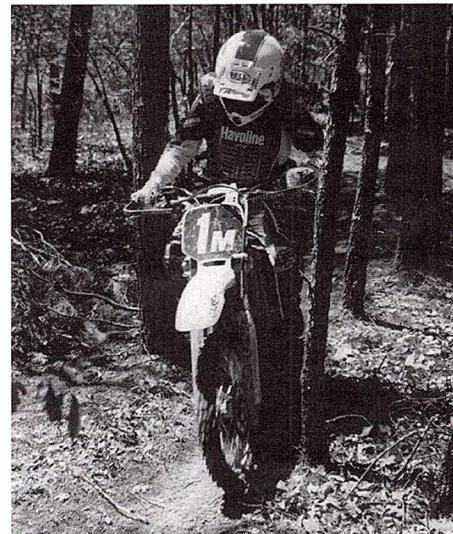
Dillwyn, VA 4/24

The VCHSS is pretty well split between events run in and around the Blue Ridge Mountains and the flat lands of the Tidewater area. Each of the individual events introduces its own variances in terrain and predictable obstacles, such as outrageous hill climbs in the west and bottomless mud in the east. But, somewhere in-between these two extremes of the state, just west of Richmond, resides the Central Virginia Trailriders Association and Actiontown MX track. Combining portions of the MX track with 7.25 miles of surrounding woods riding, the event provides a good combination of varying terrain, creek crossings, stumps, rocks and fire roads. Known by the regular series riders as fast and enjoyable, this year's event drew a record crowd.

Like most of the past years, the motocross track provided not only a perfect spectator viewpoint but also tested the trail rider's abilities at doubles, tabletops, and

whoops. Not surprisingly, several of the normally acrobatic woodsmen had difficulty with the 3/4 mile of dirt. The length of MX area was extended this year to compensate for the heavily damaged woods that suffered the same fate as most of the eastern seaboard this spring: ice storms. CVTR member Keith Palmer spent most of his free time putting together and installing three new bridges as the rest of the trail crews worked feverishly to ready the course around the toppled trees.

The race, the second of the season, produced another overall finish for Brian Hess #1AA, who completed six laps in 2:28:16, just one minute ahead of 7AA rider David White. Rick Roman, 3AA, and George Greer, 2AA, rounded out the top AA finishers. Noticeably missing from the ranks was #4AA Roland King, who smashed the !@#\$ out of a finger at the first event in Martinsville, just two weeks before. If there is such a thing, Roland deserves the ugly finger award for the damage he did to it. The 200A crowd produced a first place finish for Daniel Morrison, #105. The always fast 250/500A group saw last event's one-

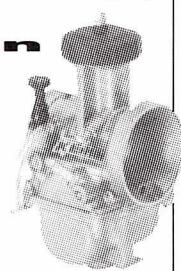


Jason Greer saws through the tight woods section, heading for a win in the 100cc class.

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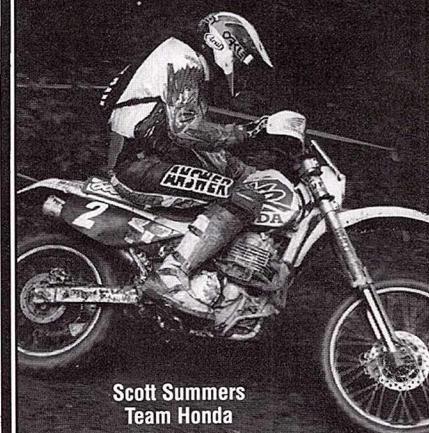
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two finishers swap places with Westley Moran, #206, getting the better of Mike Roman, #203, by just one minute. Wesley and Mike finished fourth and fifth overall for the day as well. Danny Morrison, #301, completed a repeat first place finish in the Vet A class with an eighth overall placement. Close on Danny's fender was Darryl Campbell #302 who finished just two seconds later.

The 200B class was won by Chris Baggett, #410. Chris graduated from the Mini class last year and is really doing well with the new bike and class. Chris was the only 200B rider to finish six laps. The 250/500B gang had a little difficulty determining just who finished in what place, but when the protests and dust settled, Thomas Gibson, #505 picked up his first 1st place win for the season. The Vet B class, won by Tim Norris, #607, with the top four riders split by only four minutes. The four-stroke class saw the return of Joel Burgess, #701 to the first place standings. Joel is second in his class standings so far this season behind Glen Holcomb, #708.

The swelling ranks of 200C riders were lead by John Geiman, #805 from

first to last lap. John finished just four minutes ahead of Mike Bouma #817 who is also in third place in the class. 250/500C, the largest class for the day, was won by A.J. Winstead, #902 who finished just one minute ahead of #921 Rick Kegley. A.J. raced side by side with #907 Donnie Miller for the first three laps until Donnie experienced trouble and fell back giving way to Rick who came on strong in the fourth and fifth laps.

The Senior guys once again produced a Ron Hale (#75), Robert Cox (#85), and Graham Kenan (#15) top three finish with Ron and Robert swapping places this race. These guys were bumping bars all day and finished just two and a half minutes apart. Due to a quirky caused by the overall leader finishing in between Ron and Robert, Ron actually had to complete an extra lap. The Mini Class (100CC) completed a repeat victory for Jason Greer, #1M on his new Yamaha YZ 80. Jason, last year's #1 Mini, finished just ahead of Brian

Bouma #4M, Donald Viars #12M, and Joshua Bell #5M.

The Central Virginia Trail Riders put on a heck of a good race and also managed to do pretty well themselves with three first place finishes, two thirds, and a fourth. The rescue squad folks of Spouses Rescue were only needed once to attend to a sprained ankle caused by a double execution at only 1.5 distance. Two riders were disqualified for swapping bikes mid-stream, and I still haven't figured that one out.

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**Central VA 100
Class Results**

Brian Hess

Overall

AA

1. David White

2. Rick Roman

3. George Greer

200A

1. Daniel Morrison

2. Timmy Mitchel

250/500A

1. Westley Moran

2. Mike Roman

3. Andrew Williams

4. Jimmy Hester

5. Morris Gills

Vet A

1. Danny Morrison

2. Darryl Campbell

3. Gil Griggs

4. Rick Pino

200B

1. Chris Baggett

2. Stacy Jones

3. James Bennet

4. Ron Thompson

5. Larry Lewis

250/500B

1. Thomas Gibson

2. Randall Ellison

3. Scott Ellinger

4. Tracey Crawford

5. Kelly Allen

Vet B

1. Tim Norris

2. Chris Main

3. Robin Peltier

4. Bobby Wilt

5. Dave Clark

Senior

1. Ron Hale

2. Robert Cox

3. Graham Kenan

4. Howard Roquet

5. Stan Norris

4-Stroke

1. Joel Burgess

2. Glen Holcomb

3. Roger Puckett

4. Brian Blacka

5. Jackie Hill

200C

1. John Geiman

2. Mike Bouma

3. Frank Phillips III

4. WT Satterfield

5. David Keen

250/500C

1. A.J. Winstead

2. Rick Kegley

3. Steve Richardson

4. Brandon Rooker

5. Scott Sebring

100's

1. Jason Greer

2. Brian Bouma

3. Donald Viars

4. Josh Bell

5. Tony Bonanno

Bouma #4M, Donald Viars #12M, and Joshua Bell #5M.

The Central Virginia Trail Riders put on a heck of a good race and also managed to do pretty well themselves with three first place finishes, two thirds, and a fourth. The rescue squad folks of Spouses Rescue were only needed once to attend to a sprained ankle caused by a double execution at only 1.5 distance. Two riders were disqualified for swapping bikes mid-stream, and I still haven't figured that one out.

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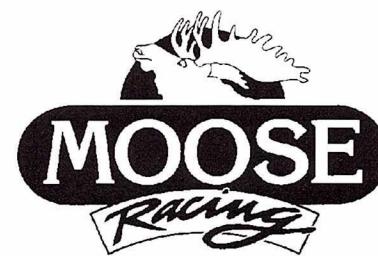
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LAST OVER *Continued from page 4*

troller at the time used to have to drive out to client's businesses to collect advertising bills—in cash—in order to make payroll (I was told this by the man himself).

Such was the job I eagerly accepted in 1978. There was no other way for any of us to go but up. We half-expected to come in one morning and see the front door padlocked by the sheriff.

Now, in an environment like this, how conservative do you think we were? Not a bit! We had nothing at all to lose, and everything to gain. Those old magazines look quaint now, by comparison, but at the time we were doing some pretty daring stuff. Rick engineered a few of his no-compromise product tests (multi-bike shootouts, chain-lube shootout, etceteras), and we pulled no punches. Rick was not a well-liked person in the industry at that time, but ask me if we cared. We were on the verge of unemployment anyhow...what did it matter?

We would go to press functions, trade shows, new model introductions, and Rick would walk in and take over. If he didn't completely disrupt the meeting, rest assured he was a source of friction that never went unnoticed in the room. He had the ability to drive company reps in expensive suits straight out of a meeting, and would most likely hurl a chicken bone after them on the way out. Unlike the brat in a seventh grade homeroom, his ultimate goal wasn't simply to draw attention to himself. He had an extremely low tolerance for lying, cheating and dishonesty

(probably because he understood the concepts so well himself), and really did feel he was on a mission to reveal the truth to the dirt biking world.

There was no room for fragile egos around Rick, in the office or out of it. Once a month, on deadline day, all the staffers had to gather together and hand around all the stories they'd written for that month. Rick read everybody's material, and we read his in turn, and he was unmerciful in his criticism. If you made one little mistake in grammar, punctuation or (God help you) technical accuracy, he was all over you like a cheap suit. Then, he'd make a big show of scratching it off the manuscript and carefully correcting your writing. In the beginning I dreaded these days, but after a while I actually began to enjoy them as much as he did; especially if we had a new staffer that had no idea what was going to happen to him on deadline day. I had to keep more than one assistant editor from attempting to strangle him in rage.

But all the while he was doing this, he was teaching us some valuable lessons. Obviously, how to write was one of them. But more importantly, he was teaching us how to look at everything we did as critically as possible, and he created a line of the most thick-skinned writers ever to come out of that end of the business. If you could work for Rick, well, you could work for nearly anybody.

He still continues, to this day. He contributes a monthly column to *Dirt Bike*, but not much more, since his desire to retire from all this and their interest in printing more of his abrasive material have both

about balanced out. Instead he sits in his oceanfront home in Rosarito, Mexico, and works on stories for some truck racing magazines, tinkers with his race trucks (Baja-style off-road stuff), and whiles away his hours working on his autobiography. The story of his life in the motorcycle industry will be entitled *Monkey Butt*, and I know for a fact that he is hammering away on it, mainly because I've read a few of the early chapters. I can tell you right now that if you're a student of the "old days" of motorcycling, and a fan of the magazines back then, you're going to need a copy of *Monkey Butt* when it comes along. From what I've read, it's priceless.

He even claims to have me figuring prominently in the later chapters of the book, which is flattering but not too surprising. The two of us carried *Dirt Bike* to its highest sales in history, in the early '80s, and we'd probably still be doing it if we didn't live in a world of change. That was the best job I've ever had—as well as the hardest job I've ever had, in a few ways—and in weak moments I still miss it. The times we had, back in the good old days...and with luck, we'll soon be able to read about it in *Monkey Butt*, for better or worse.

Would I do it again; join forces with the Hunk? No, probably not. We're both too old and cranky to lead anything more than a B Senior hare scrambles, and should leave the fight to Generation X'ers like Davey Coombs and *The Racing Paper*. But for a short time we both rode the crest of a wave, and I'm forever grateful that he took me along for that ride. □

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